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CITY OF CHARLESTON,
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1901.

CITY GOVERNMENT.

MAYOR AND ALDERMEN.¹

ELECTED DEC. 12TH, 1899. INAUGURATED DEC. 18TH, 1899.

MAYOR,

HON. J. ADGER SMYTH.

MAYOR PRO TEM FOR 1900,

R. G. RHETT.

ALDERMEN.

WARD 1.—GEO. W. WILLIAMS, JR., F. Q. O'NEILL.

WARD 2.—R. G. RHETT, DR. F. L. FROST.

WARD 3.—W. B. WILSON, THOMAS RODDY.

WARD 4.—SAMUEL LAPHAM, R. M. MASTERS.

WARD 5.—C. S. GADSDEN, JOHN F. RAFFERTY.

WARD 6.—A. F. C. CRAMER, JAS. R. JOHNSON.

WARD 7.—W. E. HOLMES, PATRICK GALVIN.

WARD 8.—DR. C. W. KOLLOCK, F. S. HANCKEL.

WARD 9.—J. D. MURPHY, died June 2, 1900. Succeeded by
THEO. MELCHERS, Oct., 1900. A. J. RILEY.

WARD 10.—A. W. PETIT, THEO. POPPEN.

WARD 11.—T. ALLEN LEGARE, JAS. F. HANLEY.

WARD 12.—HENRY BUCK, AUGUST MATTHIES.

STANDING COMMITTEES OF CITY COUNCIL.

APPOINTED DECEMBER 18TH, 1899.

Ways and Means.—Chairman, Samuel Lapham; R. G. Rhett, George W. Williams, Jr., A. F. C. Cramer, F. Q. O'Neill, J. R. Johnson, and the Mayor.

Streets.—Chairman, C. S. Gadsden; W. E. Holmes, H. Buck, F. L. Frost, A. J. Riley, F. S. Hanckel, and the Mayor.

Lighting the City.—Chairman, W. B. Wilson; C. S. Gadsden, R. M. Masters, C. W. Kollock, Theo Poppen.

Water Supply.—Chairman, C. W. Kollock; F. S. Hanckel, R. M. Masters.

Sewerage of the City.—Chairman, A. F. C. Cramer; Jas. F. Hanley, A. Matthies, J. F. Rafferty and the Mayor.

Railroads.—Chairman, George W. Williams, Jr.; R. G. Rhett, Samuel Lapham.

Electric Wires.—Chairman, J. F. Rafferty; Theo Poppen, W. B. Wilson, F. S. Hanckel and the Mayor.

Tidal Drains.—Chairman, A. Matthies; J. F. Rafferty, Theo Poppen.

Accounts.—Chairman, Frank Q. O'Neill; W. E. Holmes and the Mayor.

Engrossed Bills.—Chairman, A. J. Riley; A. Matthies, Thomas Roddy.

Journals and Vacant Offices.—Chairman, W. E. Holmes; A. W. Petit, P. Galvin.

Printing.—Chairman, T. Allen Legare; Thomas Roddy, F. L. Frost.

Legislative Matters.—Chairman, F. L. Frost; W. B. Wilson, A. W. Petit, R. M. Masters and the Mayor.

City Government.

v.

City Hall, Clock and Chimes.—Chairman, R. M. Masters; T. Allen Legare, C. W. Kollock.

City Lands.—Chairman, Thomas Roddy; A. Matthies, J. F. Hanley.

Public Buildings.—Chairman, Theo. Melchers; R. M. Masters, James F. Hanley.

Contracts.—Chairman, R. G. Rhett; A. Matthies and the Mayor.

Wood and Brick Buildings.—Chairman, H. Buck; Theo. Melchers, J. F. Rafferty.

Fire Escapes.—Chairman, P. Galvin; Theo. Melchers, J. F. Hanley.

Claims.—Chairman, Theo Poppen; T. Allen Legare, Theo. Melchers, J. F. Rafferty and the Mayor.

Steam Engines.—Chairman, A. W. Petit; Thomas Roddy, Theo. Melchers.

Artesian Well and Lot.—Chairman, F. S. Hanckel; P. Galvin, A. W. Petit.

Port and Harbor Improvements.—Chairman, J. F. Hanley; T. Allen Legare, P. Galvin.

Official Bonds.—Chairman, James R. Johnson; Theo Poppen and the Mayor.

CLERK OF COUNCIL.

W. W. SIMONS.

MAYOR'S CLERK AND MESSENGER OF COUNCIL.

ROBT. G. O'NEALE.

CITY COURT.

Recorder—Theo. D. Jervey.

Corporation Counsel—Geo. S. Legare.

Sheriff—Glenn E. Davis.

Clerk—Robt. G. O'Neale.

CITY OFFICERS.

Treasurer—J. Orrin Lea.

Assessor—D. L. Sinkler.

Superintendent of Streets—Jas. B. Keckley.

City Surveyor—J. H. Dingle.

Assistant City Surveyor—D. C. Barbot.

Sewerage Engineer—R. B. Olney.

City Electrician—I'on Simons.

Tidal Drain Keeper—John E. Koster.

Inspectors and Surveyors of Timber—J. C. Budds, P. Devereux, R. E. Jenkins.

Chimney Contractors—Wards 1 and 2, J. J. Kiley; Wards 3 and 4, Win. Shelton; Wards 5 and 6, D. Melfi; Wards 7 and 8, J. B. W. Phillips; Wards 9 and 10, J. J. Noland; Wards 11 and 12, George Worrell.

POLICE OFFICERS.

Chief of Police—W. A. Boyle.

First Lieutenant of Police—M. J. McManus.

Second Lieutenant of Police—John R. Dunn.

Third Lieutenant of Police—J. H. Steenken.

BOARD OF HEALTH.

T. R. McGahan, Chairman; Charles M. Rees, M. D., C. W. Kollock, M. D., W. H. Huger, M. D., C. P. Aimar, A. Sydney Smith, Hall T. McGee, W. P. Carrington, C. G. Matthews, G. M. Pollitzer, James F. Redding.

Health Officer and Secretary of Board—H. B. Horlbeck, M. D.

Clerk—J. Faber Porcher.

Sanitary Inspectors—District No. 1, Gilman Courtenay; District No. 2, A. W. Mitchell; District No. 3, M. Hogan; District No. 4, D. P. Johnston.

Health Detective—F. Nipson.

City Dispensary Physicians—Health District No. 1, H. P. Jackson, M. D.; Health District No. 2, Henry Horlbeck, M. D.; Health District No. 3, T. M. Scharloock, M. D.; Health District No. 4, H. W. DeSausure, M. D.; Health District No. 5, E. W. Carpenter, resigned, succeeded by P. Galvin, August 14, 1900; Health District No. 6, J. L. Wilson, M. D.

FIRE DEPARTMENT.

Board of Fire Masters—F. S. Rodgers, Chairman; A. Stemmermann, Charles R. Valk, A. J. Riley, R. M. Masters, W. K. Steedman, resigned Nov. 13, 1900; A. M. Lee appointed Jan y 22, 1901, and the Mayor.

Chief—O. G. Marjenhoff.

Assistant Chief—L. Behrens.

COLLEGE OF CHARLESTON.

Trustees—Hon. C. H. Simonton, President; Hon. John F. Ficken, Vice-President, Hon. J. Adger Smyth, Mayor, *ex officio*, Hon. G. Lamb Bulst, G. H. Sass, H. A. M. Smith, A. C. Kaufman, Henry P. Archer, J. E. Burke, Hon. D. S. Henderson, J. Adger Smyth, F. Q. O'Neill, C. S. Gadsden, W. St. Julien Jervey, J. P. K. Bryan, Theo. D. Jervey, City Recorder.

Secretary and Treasurer—Arthur Mazyck.

HIGH SCHOOL OF CHARLESTON.

Trustees—Julian Mitchell, President; Dr. H. Baer, F. Q. O'Neill, Dr. C. W. Kollock, James R. Johnson, J. P. K. Bryan, Edwin P. Frost, Hon. James Simons, and the Mayor.

Secretary—R. G. O'Neale.

DEPARTMENT OF CHARITIES.

WM. ENSTON HOME.

Trustees—Wm. E. Huger, President; Wm. Enston Butler, 1st Vice-President; Dr. C. P. Aimar, 2nd Vice-President; F. E. Taylor, 3rd Vice-President; J. P. K. Bryan, George W. Williams, Jr., C. R. Valk, E. H. Pringle, A. W. Taft, T. S. Wilbur, Arthur Lynah, M. B. Paine, and the Mayor.

Trustee Emeritus—Hon. William A. Courtenay.

Secretary—M. B. Payne.

Superintendent—Mrs. M. H. Westimoreland.

ORPHAN HOUSE.

Commissioners—George W. Williams, Chairman; F. J. Pelzer, Vice-Chairman; Dr. J. S. Buist, V. C. Dibble, H. H. DeLeon, J. M. Eason, A. F. C. Cramer, Dr. B. A. Muckenfuss, A. T. Smythe, George W. Egan, T. A. Wilbur, George H. Tucker,* F. Q. O'Neill.

PRESENT OFFICERS.

Principal and Superintendent—Miss A. K. Irving.

Teachers—Miss Mary L. LeQueux, Mrs. Amelia L. Reilly, Miss Catherine Arnold, Miss Mary McNeill, Miss Mary E. Hamlin, Miss Kate Lent.

Kindergarten—Miss Ellen King.

Sewing Department and Matrons—Miss N. A. Lent, Miss M. Jefferson, Mrs. M. F. Perry, Mrs. A. E. Herbert, Mrs. M. P. Shaw, Miss L. McDermid.

Physician of the Institution—Dr. W. H. Huger.

Secretary and Treasurer of Board—St. John F. Kinloch.

Engineer—Ashley L. Barton.

CITY HOSPITAL.

Commissioners—Zimmerman Davis, Chairman; Hall T. McGee, Vice-Chairman; Wilmot D. Porcher, Secretary; T. T. Hyde, G. M. Pollitzer, A. Stemmermann, S. G. Stoney, J. E. Cogswell, H. W. Fuseler, Simon Fogarty.

Superintendent—Charles L. DuBos.

*Resigned Aug. 14, 1900. Succeeded by F. Q. O'Neill, Sept. 11, 1900.

ALMS HOUSE.

Commissioners—Herman Klatte, Chairman ; E. W. Percival, Vice-Chairman ; A. W. Jager, Secretary ; J. M. Connelley, J. C. H. Clausen, J. J. Bonnoitt, Henry Buck, J. F. Kracke, O. C. Beckmann, S. Phillips, M. Harris, Robert P. Evans.

Master—Julius Schroeder.

Matron—Mrs. Julius Schroeder.

Clerk—W. S. Darrell.

ASHLEY RIVER ASYLUM.

Commissioners—A. Matthies, Chairman ; L. J. Hollings, Vice-Chairman ; H. W. H. Buck, Secretary and Treasurer ; R. M. Masters, J. H. Tietjen, P. Carter, H. N. Pregnall, John L. Harbers, R. H. Simons, J. W. Messervey, C. C. Leslie, W. J. Parker.

MARKETS AND GREEN GROCERS.

Commissioners—Henry A. Molony, Chairman ; Wm. H. Welch, Vice-Chairman ; Samuel H. Wilson, W. K. Steedman, Dr. C. F. Panknin, Dr. R. S. Cathcart, R. M. Masters, T. H. Reynolds, P. H. Gadsden, G. C. Schmetzer, H. C. Wohlers, J. C. Blohme, J. G. Graddick.

Chief Clerk—John P. O'Neill.

Assistant Clerk—Oscar Prause.

Clerk of Weights and Measures—John Duncan.

MARION SQUARE.

Commissioners—Col. A. Coward, Chairman ; A. F. C. Cramer, Geo. B. Edwards, A. W. Marshall, Edward Anderson, C. M. Trott, Henry Schachte.

COLONIAL COMMON AND ASHLEY RIVER EMBANKMENT.

Commissioners—Caspar A. Chisolm, Chairman ; Samuel S. Buist, Secretary ; Eugene P. Jervy, John M. Rivers, W. G. Harvey, C. F. Steinmeyer, J. R. Robertson, R. P. Evans, C. Wulbern, Dr. Manning Simons, the Mayor, ex-officio.

BATHING HOUSES.

Commissioners—Zimmerman Davis, Chairman ; Jno. C. Tiedeman Secretary · *D. O'Neill, L. E. Williams, A. Matthies, Jno. T. Roddy, †Jno. D. Murphy.

*Died February 5, 1900.

†Died June 2, 1900.

MANAGEMENT, CARE AND CUSTODY OF CONVICTS.

Commissioners—J. H. Thayer, Chairman; John F. Riley, Vice-Chairman; G. C. Schmetzer, Secretary; Alderman Theo Poppen, Alderman T. Allen Legare.

PARK.

Commissioners—Samuel Lapham, Chairman; W. P. Carrington, Frank R. Frost, Chas. R. Valk, A. F. C. Cramer, Wm. M. Bird, A. A. Kroeg, W. J. Storen, G. W. Williams, Jr., J. Adger Smyth, Mayor, Secretary, W. G. Jeffords, Jr.

SEWERAGE DEPARTMENT.

Commissioners—T. Grange Simons, M. D., Term Expires August 13, 1900; Earle Sloan, Term Expires August 13, 1904; A. B. Murray, Secretary, Term Expires, August 13, 1903; H. F. Bremer, Term Expires August 13, 1902; R. B. Rhett, M. D., Term Expires August 13, 1901; Hon. J. Adger Smyth, Mayor, ex-officio; H. B. Horlbeck, M. D., Health Officer, ex-officio.

FREIGHT BUREAU.

Commissioners—W. B. Wilson, Chairman; G. Walter McIver, Vice-Chairman; H. F. Bremer, Geo. B. Edwards, *Geo. H. Tucker, F. S. Hanckel, E. C. Hesse.

*Resigned August 14, 1900.

INDUSTRIAL SCHOOL FOR COLORED ORPHANS.

Commissioners—G. W. Williams, Chairman; A. F. C. Cramer, F. R. Frost, O. C. Beckman, Dr. E. F. Parker.

PLANTING AND PROTECTION OF SHADE TREES.

Commissioners—Zimmerman Davis, C. A. Chisolm, Chas. R. Valk.

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Mayor Smyth's Annual Review.

March 14th, 1901.

To the City Council of Charleston, S. C. :

Herewith I submit for your consideration the annual report of the various departments for the year ending December 31, 1900, and recommend them to your careful perusal and examination.

THE CITY TREASURY.

Total net receipts and expenditures for the year 1900 were as follows :

RECEIPTS.

Surplus from 1900.....	\$	9,583 29
Net receipts from licenses.....	\$	84,631 50
Net receipts from taxes 1900.....		495,380 04
Net receipts from taxes previous years.....		6,781 16
Net receipts from Public Markets.....		301 92
Net receipts from County Dispensaries.....		13,995 27
Net receipts from interest on deposits..		3,515 41
Net receipts from fines Police Department...		5,912 80
Net receipts from miscellaneous sources.....		809 06
		<u>\$611,327 16</u>
		<u>\$620,910 45</u>

EXPENDITURES.

Net expenditures including balances carried forward for Commissioners Sinking Fund, Forfeited Lands, Miscellaneous, Park Commissioners, Police Alarms, Street Department and Water Supply.

GENERAL GOVERNMENT—EXECUTIVE.

Salaries City Officers.....	\$26,950 00
Incidental expenses, Executive and Treasury	
Departments.....	1,899 91
City Hall, Clock and Chimes.....	1,223 95
Municipal Election, Aldermen at large, Ward 9..	484 44
	<u>\$30,558 30</u>

FINANCE.

Commissioners Sinking Funds, Forfeited Lands.	\$ 122 66
City Assessors office, clerical receipts	400 00
Miscellaneous	4,117 16
	<hr/> \$ 4,639 52

PUBLIC CHARITIES.

Board Health, for Dispensary Physicians and Druggists.....	\$ 8,100 00
Alms House.....	8,491 96
City Hospital.....	28,998 82
Commissioners Public Lands, (Old Folk's Home)	4,999 35
Florence Crittenton Home	300 00
Destitute Orphans.....	6,000 00
Galveston Sufferers.....	1,000 00
Industrial School, Colored Orphans.....	300 00
Orphan House.....	11,844 79
Transportation of Paupers.....	426 60
	<hr/> \$70,461 52

PUBLIC CONVENIENCES.

Artesian Well and Lot.....	\$ 84 25
Freight Bureau.....	5,299 00
Charleston Water Works Co., and Water Supply	15,635 14
Marion Square	490 41
Parks, Chicora, Lower and Upper Wards	8,500 00
Planting Shade Trees.....	1,000 00
Street Department.....	66,886 83
Surveyor's Department.....	1,245 43
Lighting City.....	30,000 00
	<hr/> \$149,141 06

PUBLIC SAFETY.

Board Health, not including physicians and druggists	\$12,221 15
Commissioners Management Convicts.....	4,973 13
Fire Department.....	52,500 00
Police Department.....	77,890 95
Police Alarm Telegraph.....	12,000 00
Scavenger Department.....	3,874 15
Tidal Drains.....	5,485 29
	<hr/> \$108,744 67

EDUCATION.

In addition to special 1 mill. paid direct to School Commissioners.

College Charleston.....	\$ 2,000 00
College Charleston Museum...	500 00
Charleston Library.....	250 00
High School.....	4,324 28
McCady's History.....	175 00
So. Ca. Military Academy...	1,500 00
So. Ca. Kindergarten Association.....	200 00
	<hr/>
	\$ 8,949 28

PRINTING.

Advertising proceedings of Council. advertising official notices, stationary, printing and publishing Mayor's Annual Report.....	\$ 3,272 83
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PUBLIC INDEBTEDNESS.

Interest on public debt.....	\$155,793 00
	<hr/>
	\$591,560 48

The assessed values for 1900 were as follows:

Real Estate.....	\$12,338,143 00
Personal	4,907,999 00
	<hr/>
	\$17,246,142 00

A comparison with the assessment of last year shows that there has been a reduction in real estate values of \$56,155.00 and an increase in personal values of \$8,839.00, or a net loss in taxable values during the year of \$47,316.00. This continued loss in the total assessments, from year to year, is a matter of grave consequence to the City.

In the report of the City Assessor you will find the subject fully reviewed.

While the total tax levy last year aggregated less than it did 20 years ago, the tax rate was $9\frac{1}{4}$ mills higher. This is due to the continual falling off in taxable values, which makes the rate seemingly high, when in reality the amount of taxes collected from the people is less.

During the past year the receipt from the State Liquor Dispensaries amounted to \$13,995.27, against \$11,748.15 for 1899, an increase from this source of \$2,247.12 over the previous year.

The receipts from fines at the Recorder's Court continue to show an increase over the previous year. There was received from this source during 1900, \$5,912.80 against \$4,673.60 in 1899.

The payment of taxes during the current year continues good, the City Treasurer reporting as collected by him, during the year 1900, .964+ % against .963+ % for 1899 and there was .977 % of the entire tax of 1900 collected during the current year as against .979 % for 1899, as light falling off of one-fifth of one per cent. which is represented by a small increased amount in the City Sheriff's hands at the close of this year.

COMMISSIONERS OF THE SINKING FUND.

The Commissioners of the Sinking Fund redeemed during the year 1900 \$400 00 of City 7 % Bonds, due since October 1, 1897. The Bonds were cancelled and destroyed under resolution of City Council. This was the only transaction in this Fund during the year. There is a balance on hand of \$1,007 57 out of which the following amounts, are to be paid when presented:

7 per cent Bonds due October 1, 1898.....	\$300 00
Old 6 per cent Stock.....	649 75
	<hr/>
	\$949 75

COMMISSIONERS SINKING FUND (Forfeited Lands.)

There has been no change in this fund. The City continues to pay State taxes each year while no revenue is realized from the same. I again recommend that steps be taken to finally dispose of this property.

ARREARS OF TAXES.

Satisfactory arrangements have been made in the settlement of past due taxes and very nearly all of the taxes have been cleared off the Sheriff's books. At the close of the fiscal year 1900 there was due the following amounts:

From Tax	\$ 2,915
From Tax	11,228 68

The full amount due and un-paid, of 1899, as well as a portion of that due and un-paid of 1900, is taxes due from the Vesta Cotton Mills, which amounts will have to be abated, the Courts having decided against the claim of the city that taxes should be paid on this specific property.

PUBLIC DEBT

Our bonded debt remains the same being as follows:

4 per cent Bonds due January 1, 1909.....	\$1,588,000 00
4 per cent Bonds due July 1, 1909.....	1,100,900 00
4 per cent Bonds due July 1, 1909 (Substituted clean)....	,672,800 00
	<hr/>
	\$3,361,700 00

Interest on the same \$134,468 00

4½ per cent. Bonds due April 1, 1928.....	\$90,000 00
4½ per cent. Bonds due October 1, 1928.....	10,000 00
	<hr/>
	\$100,000 00

Interest on the same \$4,500 00.

5 per cent. Bonds due October 1, 1922.....	50,000 00
5 per cent. Bonds due October 1, 1923.....	56,000 00
5 per cent. Bonds due October 1, 1924.....	62,500 00
5 per cent. Bonds due October 1, 1925.....	90,000 00
5 per cent. Bonds due October 1, 1926.....	55,000 00
	<hr/>
	\$313,500 00

Interest on the same \$15,675 00.

5 per cent. College Stock.....	\$23,000 00
Interest on the same \$1,150 00	

Making a total Bonded Indebtedness of.....\$3,798,200 00
 With a yearly Interest of \$155,793 00.

There has been no change in either the Orphan House Fund or in the Charleston College Fund, from the reports of last year.

As a matter of information, showing the work of the Committee of Ways and Means, a comparison is here given of the amounts asked for by each Department and the actual amounts recommended by this Committee for appropriation in 1900 and again in 1901.

REPORT OF THE COMMITTEE OF WAYS AND MEANS AS TO APPROPRIATIONS FOR THE YEARS 1900 AND 1901.

FOR WHAT PURPOSE.	Asked 1900.	Allowed 1900.	Expended Net 1900.	Asked 1901.	Allowed 1901.
Alms House.....	\$10,200 00	\$8,500 00	\$ 8,491 98	\$10,100 00	\$ 8,125 00
Artesian Well and Lot.....	175 00	172 60	84 25	100 00	100 00
Assessor's office.....	450 00	400 00	400 00	400 00	200 00
Board of Health.....	21,600 00	20,900 00	20,321 15	20,900 00	20,000 00
Charleston Water Works Co.	15,485 14	15,485 14	15,485 14	15,485 14	15,485 14
City Officers.....	26,950 00	26,950 00	26,950 00	26,950 00	26,950 00
City Hall, &c.....	1,850 00	1,500 00	1,223 95	1,675 00	1,475 00
City Hospital.....	30,500 00	29,000 00	28,998 82	26,200 00	22,400 00
City Surveyor.....	1,325 00	1,250 00	1,245 43	1,250 00	1,250 00
Charleston Library.....	250 00	250 00	250 00	250 00	.....
Charleston College.....	2,600 00	2,000 00	2,000 00	2,500 00	2,550 00
Charleston College Museum.....	600 00	500 00	500 00	900 00	600 00
Comms Public Lands.....	5,000 00	5,000 00	4,999 35	5,000 00	5,000 00
.. Mng't Convicts.....	4,950 00	4,775 00	4,773 13	4,825 00	4,775 00
.. Planting Trees.....	1,000 00	1,000 00	1,000 00	1,000 00	.....
.. Marion Square.....	500 00	500 00	490 41	500 00	500 00
.. Colored School.....	1,250 00	300 00	300 00	1,000 00	300 00
.. Skg Fund F. L.....	150 00	122 68	122 68	186 88	.....
Destitute Orphans.....	6,000 00	6,000 00	6,000 00	6,000 00	5,000 00
Evening Post.....	1,000 00	1,200 00	992 31	900 00	600 00
Fire Department.....	53,700 00	52,500 00	52,500 00	49,900 00	49,900 00
Florence Crittenton Home.....	300 00	300 00	300 00	420 00	300 00
Freight Bureau.....	6,000 00	5,500 00	5,299 00	4,500 00	1,000 00
Galveston Sufferers.....	1,000 00	1,000 00	1,000 00	.....	.....
High School.....	4,630 00	4,325 00	4,324 28	4,500 00	4,125 00
Incidental Expenses.....	1,900 00	1,900 00	1,899 91	1,900 00	1,900 00
Interest Public Debt.....	155,793 00	155,793 00	155,793 00	155,793 00	155,793 00
Lighting the City.....	30,000 00	30,000 00	30,000 00	32,000 00	25,000 00
Mayor's Annual Report.....	900 00	900 00	900 00	900 00	900 00
Miscellaneous.....	4,117 16	4,117 16	4,117 16	400 00	438 86
Election Aid, Ward 9.....	500 00	484 44	484 44	.....	.....
McCrady's History.....	175 00	175 00	175 00	175 00	.....
Orphan House.....	14,000 00	13,000 00	11,844 79	13,000 00	11,275 00
Police Department.....	79,500 00	79,500 00	77,890 85	82,600 00	82,000 00
Police Alarm Telegraph.....	12,000 00	12,000 00	12,000 00	8,600 00	8,600 00
Park Commissioners.....	9,000 00	8,500 00	8,500 00	9,500 00	8,500 00
Printing and Stationery.....	1,400 00	1,400 00	1,380 52	1,400 00	1,200 00
Sewerage.....	3,900 00	3,900 00	3,874 15	3,900 00	3,900 00
S. C. Military Academy.....	1,500 00	1,500 00	1,500 00	1,500 00	1,500 00
S. C. Kindergarten Ass'n.....	200 00	200 00	200 00	300 00	200 00
Street Department.....	58,500 00	57,500 00	.....	57,500 00	57,000 00
.. Special, 1¼ mills.....	35,000 00	29,386 83	29,386 83	25,500 00	21,250 00
Tidal Drains.....	7,000 00	6,500 00	5,485 29	3,000 00	8,000 00
Transportation.....	500 00	450 00	426 60	500 00	400 00
Water Supply.....	150 00	150 00	150 00	.....	.....
Less special tax for Streets...	\$613,700 30	\$596,786 83	\$601,560 48	\$578,000 00	\$548,450 00
	85,000 00	29,386 83	29,386 83	25,500 00	21,250 00
	\$578,700 30	\$567,400 00	\$562,173 65	\$552,500 00	\$527,200 00

The above table shows that the amount allowed for 1901 is \$40,200.00 less than was allowed in 1900 and the aim of the Ways and Means Committee has been and is to keep the tax rate at the lowest possible figure consistent with good municipal service.

CONVENTIONS.

There has been held in Charleston during the year 1900, a large number of representative assemblages, all of whom have been entertained and cared for with that generous and warm-hearted hospitality which has always characterized our citizens.

Prominent among these conventions were three that were National in membership, and thus brought to Charleston leading representatives from all sections of these United States.

For four days in July last, the 10th, 11th, 12th and 13th, the general meetings of the National Educational Association, with an attendance of over Five Thousand members were held in the Thomson Auditorium, while the sub-committees gathered in various Halls all over the City. The homes of our Citizens were opened wide for the accommodation of the delegates, many of whom were ladies.

In several instances the residences of Citizens who were absent with their families from the City were placed in the hands of the Committee, of which President W. H. Welch of the Y. M. B. L. was Chairman, to be used for the entertainment of these visitors.

On the 9th, 10th and 11th, of October, the Convention of the Fire Chiefs of the United States and Canada was held at the German Artillery Hall. Chief O. G. Marjenhoff, ably assisted by a Committee representing our entire community, convinced these "Fire Laddies" not only that they were as warm hearted and as broad minded Americans here as any where, but that our Charleston Fire Department was equalled by few and surpassed by none.

The League of American Municipalities represented by the Mayors or City Officials of about 150 Cities, from the North, the East, the West and the South, assembled in Charleston on the 12th of December and remained in session until the afternoon of the 15th. The Aldermen of the City as Chairmen of the various Committees, gave their hearty co-operation and by their constant and efficient efforts made the

entertainment of these prominent and representative gentlemen such a success that not only were the usual resolutions of thanks prepared and adopted unanimously, but just before the close, at the suggestion of the President of the League. "Three Cheers for Charleston" were given with a hearty unanimity that proved their sincerity.

In the words of another, "The entertainment of large gatherings or Conventions is recognized by every City as a most valuable means of promoting growth and progress as is shown by the fact that every progressive City uses its utmost efforts to secure such meetings, Last Summer we had the meetings of the National Educational Association representing the cause of Education throughout the length and breadth of this vast country. Still later the Fire Chiefs gathered here to discuss and disseminate knowledge on a most vital subject in Municipal Government. We have just closed the meetings of the League of American Municipalities, certainly one of the most important gatherings of representative men this City has ever seen; men occupying the highest official positions in the Cities of the Country; bringing us in touch with our Sister Cities North, South, East and West, making friends for us in them all; and leaving with us lasting lessons in the able papers on all subjects of municipal care presented by the members of the Association."

Heartily do we join in this writer's earnest wish, that having thus laid solid foundations the results may soon be evident to all and that Charleston may, in the near future, take her rightful place among the Cities of America.

During this year 1900 her citizens have been laboring earnestly with this great end in view, upon three great projects:

First. The establishment of the United States Artillery Post on Sullivans's Island. The land necessary for this has been conveyed to the United States by formal action of the Legislature of South Carolina and negotiations with the owners of improvements thereon is in process of satisfactory cou-

clusion. The plans adopted when carried out will make this one of the principal Artillery Posts of the U. S. A.

Second. The United States Naval Station on Cooper River which will occupy some 450 acres of land besides controlling a large tract of adjacent marsh land. This will contain a Dry-Dock of stone and concrete suitable for the largest vessels of the Navy which will now find safe and easy admittance through increased depths of water now 24 feet at low water and 29 to 30 feet at high water at its entrance into the harbor of Charleston, where they will find anchorage room, capacious enough to float the navies of the world.

Third. The South Carolina Inter State and West Indian Exposition which opens December 1st 1901 and closes May 1st 1902 and which has been projected to show the industrial development and vast resources of the Southern States and the natural products of the West Indies, and to bring to the attention of the people of the United States the fact that Charleston is the natural and the best port through which to reach the West Indian and South American Countries.

We look forward with bright anticipations to 1901 believing that our united efforts will crown all three of these great undertakings with abundant success, in that eventful year.

Respectfully submitted.

J. ADGER SMYTH,
Mayor.

Financial Department.

CITY TREASURER'S REPORT.

Treasury Department, January 21, 1901

To the Honorable Mayor and City Council of Charleston, S. C.

Gentlemen—I respectfully submit the Annual Statements of this Department for 1900, as follows : “The Transactions of the City Treasury Department,” “Commissioners of the Sinking Fund,” “Commissioners of the Sinking Fund, Forfeited Lands,” “City College Fund,” and the “Trustees of the Orphan House Fund and Estate,” all properly signed, “examined and found correct,” by their respective committees.

Very respectfully,

J. O. LEA,
City Treasurer.

TRANSACTIONS OF THE CITY TREASURY FOR THE FISCAL YEAR ENDING DECEMBER 31ST, 1900.

APPROPRIATIONS	RECEIPTS	EXPENDITURES	EXCESS OF RECEIPTS	EXCESS EXPENDITURES	LEDGER BALANCES		LEDGER BALANCES
					December 31, 1900 Dr.	December 31, 1900 Cr.	
Income Account.....							
Board of Health—							
Rent..... \$25 00							
Amount overpaid.... 5 06							
..... \$ 30 06							
Licenses—							
Classified..... \$75,553 00							
Cards, trays, &c. 9,235 00							
Delinquents, 1898 1,936 45							
Delinquents, 1900 2,672 50							
..... 80,065 95							
Dogs.....							
County Dispensaries.....							
Fire Department—							
Fines..... 25 15							
Fire Loan Fund—							
Sale of property..... \$600 00							
Rent..... 400 00							
..... 1,000 00							
Interest on Deposits.....							
Markets.....							
Police Department—							
Fines..... \$5,912 80							
Sale of manure..... 1 25							
Sale of unclaimed property..... 85 47							
Sale of belts and clubs..... 88 25							
..... 6,087 77							
Amounts carried forward..... \$117,038 68							

TRANSACTIONS OF THE CITY TREASURY—Continued.

Financial Department.

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	APPROPRIATIONS	RECEIPTS	EXPENDITURES	RECEIPTS OF FUNDS	LEDGER BALANCES December 31, 1899 Dr. Cr.	LEDGER BALANCES December 31, 1900 Dr. Cr.
<i>Amounts brought forward.</i>	\$ 117,033 63				\$ 1,965 45	\$ 34,078 74
Powder Magazine, Rent....	\$ 600 00					
Taxes, 1891.....	134 80				1,921 56	
Taxes, 1892.....	138 60				2,562 45	
Taxes, 1893.....					1,717 70	
Taxes, 1894.....	152 36				8,407 46	
Taxes, 1895.....	152 96				2,965 00	
Taxes, 1896.....	132 84				132 84	
Taxes, 1897.....	127 92				127 92	
Taxes, 1898.....	98 90				98 90	
Taxes, 1899.....	6,653 17				9,568 17	
Taxes, 1900.....	497,532 56				2,915 00	
Tax and License Penalties.....	170 66				11,228 63	
Sheriff's Costs.....	340 50					
Unexpended Appropriation 1899, refunded.....	12 00					
	<u>623,283 10</u>					
<i>Income Account—</i>						
Licenses:						
Cars, Drays, Etc., badges \$	115 50					
Dogs badges.....	15 00					
Classified, Special Detective.....	720 00					
Delinquents, 1899, N. B.....	\$ 1,580 45					
Delinquents, 1900, N. B.....	1,985 50					
	<u>\$3,545 95</u>					
<i>Amounts carried forward</i>	\$1,306 45	\$623,283 10			\$24,495 45	\$34,078 74
						\$56,575 85

TRANSACTIONS OF THE CITY TREASURY—Continued.

	APPROPRIATION	RECEIPTS	EXPENDITURES	EXCESS OF RECEIPTS	EXPENDITURES	LEDGER BALANCES December 31, 1899 Dr. Cr.	LEDGER BALANCES December 31, 1900 Dr. Cr.
Amounts brought forward...\$4,396 45 \$623,233 10						\$24,495 45	\$27,225 88
Fire Loan Fund, repairs and State Taxes	119 55						
Markets, salaries	3,100 06						
Powder Magazine, State Taxes	30 00						
Taxes, 1851, N. B. ... \$ 138 60							
1882, N. B. ... 138 60							
1894, N. B. ... 7 14							
1899, N. B. ... 627 25							
1900, N. B. ... 2,152 52							
1899, refunded	2,964 11						
1900, refunded	39 53						
Sheriff's Costs—	1,231 04						
Adviz. delinquents..	54 18						
	11,954 94	\$ 611,327 16	\$ 611,327 16	\$ 611,327 16			
Alma House		\$ 8,500 00	\$ 8,491 96				
Artisan Well and Lot		172 60	84 25				
Assessor's Office		400 00	400 00				
Board of Health		20,000 00	20,321 15				
Charleston Water Work		15,465 14	15,465 14				
Charleston Library		250 00	250 00				
City Office		26,950 00	26,950 00				
City Hall, Clock and Chimes		1,500 00	1,223 85				
City Hospital		20,000 00	23,675 28				
City Surveyor's Department		1,250 00	1,245 43				
College of Charleston		2,000 00	6,170 00				
College Museum		500 00	500 00				
Amounts carried forward		\$ 106,907 74	\$ 113,800 16	\$ 611,327 16	\$ 105,960 70	\$24,495 45	\$27,225 88
							\$56,575 85

TRANSACTIONS OF THE CITY TREASURY—Continued.

Financial Department.

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	APPROPRIATIONS	RECEIPTS	EXPENDITURES	EXCESS OF RECEIPTS	EXPENSES	LEDGER BALANCES	
						December 31, 1899	December 31, 1900
						Dr.	Cr.
<i>Amounts brought forward.....</i>	\$ 103,907 74	\$ 619,176 62	\$ 113,900 16	\$ 611,827 16	\$ 105,950 70	\$24,405 45	\$94,078 74
Commissioners Public Lands.....	5,000 00	238 00	5,237 85	.....	4,999 35	.....	.....
Commissioners Management Convicts.....	4,775 00	.....	4,773 13	.....	4,773 13	.....	.....
Commissioners Planting Shade Trees.....	1,000 00	.....	1,000 00	.....	1,000 00	.....	.....
Commissioners Marion Square.....	300 00	.....	300 00	.....	300 41	.....	.....
Commissioners Colored Industrial School.....	300 00	.....	300 00	.....	300 00	.....	.....
Commissioners Sinking Fund Forfeited Lands.....	122 68	34 60	121 19	.....	80 50	.....	36 16
Destitute Orphans.....	6,000 00	.....	6,000 00	.....	6,000 00	.....	.....
Evening Post.....	1,200 00	.....	922 31	.....	2,000 00	.....	.....
Fire Department.....	52,500 00	.....	52,500 00	.....	52,500 00	.....	.....
Florence Crittenton Home.....	300 00	.....	300 00	.....	300 00	.....	.....
Freight Bureau.....	5,500 00	.....	5,500 00	.....	5,500 00	.....	.....
Galveston Sufferers.....	1,000 00	.....	1,000 00	.....	1,000 00	.....	.....
High School.....	4,325 00	.....	4,324 28	.....	4,324 28	.....	.....
Incidental Expenses.....	1,900 00	30 00	1,929 31	.....	1,899 91	.....	.....
Interest on Public Debt.....	155,793 00	.....	155,793 00	.....	155,793 00	.....	.....
Lighting the City.....	30,000 00	.....	30,000 00	.....	30,000 00	.....	.....
Mayor's Annual Report.....	80,000 00	.....	80,000 00	.....	80,000 00	.....	.....
Miscellaneous.....	4,117 13	137 80	1,337 80	.....	800 00	.....	.....
Municipal Election, Alderman at Large, Ward 9.....	144 14	179 80	3,546 96	.....	3,667 16	.....	450 00
McCrady's History.....	175 00	.....	454 44	.....	454 44	.....	.....
Orphan House.....	13,000 00	9,449 92	175 00	.....	175 00	.....	.....
Police Department.....	73,500 00	2 50	21,234 71	.....	11,844 79	.....	.....
Park Commissioners.....	12,000 00	6 80	77,863 45	.....	77,863 45	.....	.....
Printing and Stationery.....	5,500 00	1,000 00	8,645 86	.....	8,639 08	.....	8,380 92
Sewerage Department.....	1,400 00	.....	6,701 61	.....	5,701 61	.....	2,768 39
S. C. Military Academy.....	3,900 00	.....	1,860 52	.....	1,860 52	.....	.....
S. C. Kindergarten Association.....	1,500 00	.....	3,874 15	.....	3,874 15	.....	.....
.....	200 00	.....	1,500 00	.....	1,500 00	.....	.....
<i>Amounts Carried Forward.....</i>	\$ 502,800 00	\$ 630,256 23	\$ 505,085 96	\$ 611,827 16	\$ 468,966 28	\$24,405 45	\$94,078 74
						\$27,225 88	\$66,221 53

TRANSACTIONS OF THE CITY TREASURY—Continued.

	APPROPRIATIONS	RECEIPTS	EXPENDITURES	EXCESS OF RECEIPTS	EXCESS EXPENDITURES	LEDGER BALANCES		Cr.
						December 31, 1889	December 31, 1900	
						Dr.	Dr.	
<i>Amounts brought forward</i>	\$ 592,800 00	\$ 689,256 23	\$ 505,895 36	\$ 611,827 16	\$ 498,986 29	\$ 24,495 45	\$ 34,078 74	\$ 86,221 32
Street Dep't Appropriation.....	\$57,500 00							
Street Dep't 1½ mill tax.....	29,386 88							
Tidal Drains.....	6,500 00	3,441 74	87,662 72		81,220 98			2,606 86
Transportation.....	450 00		5,485 29		5,485 29			
Water Supply.....	150 00		428 60		428 60			150 00
Bonds Receivable.....						544 77	544 77	
Costs Court, Tax Cases.....						187 20	187 20	
Colonial Commons.....		1,500 00						
Commissioners Public Schools.....		70,774 31	68,253 63	1,520 68				
Commissioners Sinking Fund.....			400 00		400 00		24,027 08	25,547 76
Commissioners Sinking Fund, For'd Lands.....			10 13		10 13		1,407 57	1,007 57
Delinquent Tax Cases.....		122 52	122 52				10 18	
Park Commissioners, Auditorium.....		191 25		191 25				191 25
Redemption Account.....							2,000 00	2,000 00
Unexpended Appropriation, 1897.....			28 00		28 00		429 27	401 27
Unexpended Appropriation, 1898.....							485 00	485 00
Unexpended Appropriation, 1899.....							71,454 52	
Unexpended Appropriation, 1900.....		75,104 10	71,454 52		71,454 52			
Unexpended, City Hall Repairs.....			227 50		227 50		2,511 80	75,104 10
Unexpended, Miscellaneous.....			1,054 37		1,054 37		1,054 37	2,284 80
Unexpended, Park Commissioners.....			3,184 21		3,184 21		3,184 21	
Unexpended, Park Commissioners, O. E. & O.....			500 00		500 00			
Unexpended, Water Supply.....			455 43		455 43		1,266 68	840 25
Cash, 1899.....		117,220 95		117,220 95		117,220 95		
Cash, 1900.....			150,950 82		150,950 82		150,950 82	
Total	\$ 595,786 88	\$ 868,611 10	\$ 898,611 10	\$ 805,384 14	\$ 805,384 14	\$ 142,448 37	\$ 142,448 37	\$ 178,908 67

Examined and found correct:

F. Q. O'NEILL, Chairman.

J. ADGER SMYTH, Mayor.

Committee on Accounts.

Respectfully submitted,

J. O. L'E.A.

City Treasurer.

Cash Transactions of the Commissioners of the Sinking Fund,
from January 1, 1900, to December 31, 1900.

DR.	
To balance from last statement.....	\$1,407 57
CR.	
By Bond Account:	
7 per cent. Bonds due October 1, 1897.....	\$ 400 00
Balance.....	1,007 57—\$1,407 57
Bonds outstanding to be paid from this Fund:	
7 per cent. Bonds due October 1, 1898	\$800 00
Old 6 per cent. City Stock.....	649 75
	<u>\$949 75</u>

Respectfully submitted.

J. O. LEA,
City Treasurer.

Examined and found correct.

SAML. LAPHAM,
Chairman W. and M. Committee.

NOTE.—The \$400 7 per cent. Bonds were destroyed as per resolution City Council, dated December 6, 1900.

Cash Transactions Commissioners Sinking Fund (Forfeited Lands), from January 1, 1900, to December 31, 1900.

Dr.	
To balance from last statement.....	\$ 10 13
To Bond Account.....	\$ 26 50
To Interest Account.....	8 19
To Appropriation Account amount received from City Council	122 66—\$157 35
	<u>\$167 48</u>
CR.	
By State Taxes, 1899.....	\$ 68 17
By same, 1900.....	63 15—\$131 32
By balance.....	36 16
	<u>\$167 48</u>
ASSETS.	
Personal Bonds.....	\$ 115 00
15 pieces Real Estate assessed at.....	9,050 00

Respectfully submitted.

J. O. LEA,
City Treasurer.

Examined and found correct.

SAML. LAPHAM,
Chairman W. and M. Committee.

Cash Transactions City College Fund, from January 1, 1900,
to December 31, 1900.

Dr.	
To Appropriation Account:	
Appropriated by City Council, for current expenses.....	\$2,000 00
To Interest Account:	
12 months interest on \$75,500 4 per cent. City	
Charleston Bonds.....	\$3,020 00
12 months interest on \$23,000, 5 per cent. City	
Charleston Stock.....	1,150 00—\$4,170 00
	<u>\$6,170 00</u>
Cr.	
By amount paid Arthur Mazyck, Treasurer.....	\$6,170 00
ASSETS.	
4 per cent. City Charleston Bonds.....	\$75,500 00
5 per cent. City Charleston Stock.....	23,000 00

Respectfully submitted.

J. O. LEA,
City Treasurer.

Examined and found correct.

CHARLES H. SIMONTON,
Chairman Board Trustees
College of Charleston.

Cash Transactions of the Trustees of the Orphan House Fund
and Estate, from January 1, 1900, to December 31,
1900.

DR.	
To Interest Account.	
12 months interest on \$38,176.20, State So. Ca. 4½	
per cent. stock.....	\$1,717 92
12 months interest on \$193,300, City Charleston	
4 per cent. Bonds.....	7,732 00—\$9,449 92
	<hr/>
CR.	
By Interest Account.	
Amount paid over to City.....	\$9,449 92

ASSETS.	
4 per cent. Bonds City of Charleston.....	\$193,300 00
4½ per cent. Stock State South Carolina.....	38,176 20

Respectfully submitted.

J. O. LEA,
City Treasurer.

Examined and found correct.

GEO. W. WILLIAMS,
Chairman Commissioners Orphan House, and
Trustee Orphan House Fund and Estate.

CITY ASSESSOR'S REPORT.

Assessor's Office, City Hall,
December 31, 1900.

To the Honorable the Mayor and the City Council of Charleston, So. Ca.

Gentlemen—I have the honor to submit my Annual Report for the fiscal year ending December 31st. 1900.

The assessed value of Real and Personal Property returned for taxation is as follows :

Real Estate.....	\$12,338,143 00
Personal Property.....	4,907,999 00
Total	<u>\$17,246,142 00</u>
	@29½ mills.....<u>\$508,761 19</u>

As compared with assessments for the year 1899, the following differences are shown :

Real Estate—Decrease.....	\$ 56,155 00
Personal Property—Increase.....	8,889 00
Total decrease for 1900, as compared with 1899.....	<u>\$ 47,316 00</u>

The amount for regular applications for Licenses issued, is..	\$ 75,553 00
The amount of Licenses assessed, is.....	\$3,332 50
The amount of Penalty assessed, is.....	666 50

Total amount of Assessed Licenses and Penalties.....	<u>\$ 3,999 00</u>
--	---------------------------

As compared with the regular Licenses issued for year 1899, the decrease is.....	<u>\$ 600 00</u>
---	-------------------------

The number of Permits issued during the year 1900 for the erection of new buildings, and old buildings improved, are :

New Buildings.....	63 Permits.....	Reported cost.....\$ 82,920 00
Old Buildings Improved...	80 Permits.....	Reported cost..... 75,445 00
Total	143 Permits.....	<u>\$158,365 00</u>

A detailed statement showing number of permits issued in the different wards accompanies this report, to which I refer.

The record of sales of real estate during the past year shews 410 pieces assessed at \$579,365.00, sold for \$986,114.00, an advancement of 70.20 per cent. over assessments; and 28 pieces assessed at \$70,765.00, sold for \$60,900.00, a decrease of 13.94 per cent. on assessments.

It is gratifying to note that while for the past ten or more years the returns of personal property have steadily decreased, the returns for this year show an increase over the previous year.

The marked falling off in real estate during the past year is due to the magnificent warehouses of the Southern Railroad on the water front, being classified by the State Railroad Commissioners "as in daily use," and therefore reduced not only the additional valuation of the improvements, but also below the previous assessed values. By such classifications both the State and City lose many dollars of taxes. The injustice of such classification is so great, that I am satisfied that if a committee was appointed to go before the Commissioners at its next meeting, that at least one hundred and fifty thousand to two hundred thousand dollars of real estate would be placed on the tax books, where they properly belong.

Accompanying the report, I beg to hand the following annexed statements, to which I invite your attention.

All of which is respectfully submitted.

DAN'L L. SINKLER,

City Assessor.

A.

Statement of the Description and Value of Personal Property
Returned for Taxation for Year 1900.

1212 Horses and Mules.....	\$ 74 643 00
214 Cows.....	4,680 00
308 Dogs.....	2,445 00
700 Gold and Silver Watches and Plate.....	49,462 00
348 Piano Fortes, Melodeons and Cabinet Organs.....	26,375 00
302 Carriages, Buggies, etc.....	22,625 00
726 Wagons, Drays, Carts, etc.....	29,933 00
Merchandise, Money and Credits pertaining to business of merchants.....	1,446,860 00
Materials, Machinery, Engines, Tools, and fixtures of manufacturers.....	758,884 00
Moneys, Bank Bills and Circulating Notes on hand or deposit, and all Credits.....	295,208 00
Receipts of Insurance Agencies.....	593,011 00
Receipts of Express, Telegraph and Telephone Companies.....	41,264 00
Returns of Banks.....	606,036 00
Returns of Phosphate Companies.....	41,888 00
Stocks and Bonds of all other Companies, Corporations and Persons.....	421,376 00
Vessels, Boats, and other Floating Property.....	112,900 00
All other Property, including Household Furniture.....	380,414 00
Total Value of Personal Property.....	\$4,907,999 00

DAN'L L. SINKLER,

City Assessor.

Charleston, S. C., December 31st, 1900.

B.

**Statement of the Returns of Real and Personal Property
Assessed for City Taxes for Years 1899 and 1900.**

1899.

Real Estate.....	\$12,394,298 00	
Personal Property.....	4,899,160 00	
Total Real and Personal...	<u>\$17,293,458 00</u>	@26½ mills... <u>\$458,276 64</u>

1900.

Real Estate.....	\$12,338,143 00	
Personal Property.....	4,907,999 00	
Total Real and Personal...	<u>\$17,246,142 00</u>	@29½ mills... <u>\$508,761 19</u>

As compared with Assessments for 1899 :

Decrease on Real Estate.....	\$56,155 00
Increase on Personal Property.....	8,899 00
Total Decrease for 1900, as compared with 1899.....	<u>\$ 47,816 00</u>

. DAN'L L. SINKLER,
City Assessor.

Charleston, S. C., December 31st, 1900.

C.

Applications for Licenses Issued by City Assessor for
Year 1900.

BUSINESS	No Taken Out	@	Amount	Total
CLASS 1.				
Agencies or Companies, each.				
Burglar Alarm Companies, each.....	1	\$ 25	\$ 25	
Bagging Manufacturing Companies, each	1	400	400	
Banks, State or Savings, those whose capital, surplus and undivided profits are \$200,000 or over.....	1	500	500	
Banks, whose capital, surplus and undivided profits are \$100,000 or over, but less than \$200,000.....	8	400	1,200	
Banks, whose capital, surplus and undivided profits are \$50,000 or over, but less than \$100,000.....	6	300	1,800	
Banks, whose capital, surplus and undivided profits are under \$50,000	2	200	400	
Breweries or Agencies, or Brewers, each	1	100	100	
Building and Loan Associations, each	18	50	900	
Express Companies or Agencies, each	1	400	400	
Electric Light Companies, each.....	1	500	500	
Oil Refineries, each	1	75	75	
Gas Companies, each.....	1	500	500	
Fire and Life Insurance Companies or Agencies, whose business is less than \$1,000, each.....	51	50	2,550	
Those whose business exceeds \$1,000, but is less than \$2,000.....	17	100	1,700	
Those whose business exceeds \$2,000, but is less than \$3,000.....	8	150	1,200	
For each additional \$1,000, or frac- tional part of \$1,000 of business, each @ \$10: 7 @ \$160; 4 @ \$170; 3 @ \$180; 2 @ \$190; 3 @ \$210; 2 @ \$250; 1 @ \$260; 2 @ \$270; 1 @ \$280; 1 @ \$300; 1 @ \$320; 2 @ \$390; 1 @ \$400; 2 @ \$500.....	32	.....	7,730	
Insurance Companies, other than Fire and Life, whose business is \$2,000 or less: 12 @ 50; 2 @ \$55; 1 @ \$60; 1 @ \$70.....	16	.....	840	
Mercantile Agencies—Dun's, Brad- street's, and others, each.....	2	150	300	

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
Phosphate Rock Mining and Manufacturing Companies or Agencies, each; also Fertilizer Companies or Agencies, each: 1 @ \$350; 1 @ \$400; 3 @ \$500.....	5	.....	\$	2,250
Railroad Companies, each.....	3	\$ 500		1,500
Railroad Ticket Agencies, being all persons buying or selling railroad tickets, other than authorized agents of railroad companies, each	1	200		200
Steam Ferry Boat Agencies or Companies, each.....	1	150		150
Steam Cotton Press, where one is located and worked, each.....	2	200		400
Steamboat Companies or Agencies, for each steamboat.....	2	50		100
Steamship (other than regular lines) and Sailing Vessels combined, Companies or Agencies, each.....	3	150		300
Sailing Vessel Companies or Agencies, each.....	3	50		150
Street Railway Companies, each....	1	500		500
Telephone Companies or Agencies, each.....	2	500		1,000
Telegraph Companies or Agencies, each, for business done exclusively within the city of Charleston, and not including any business done to or from any points without the State, and not including any business done for the Government of the United States, its Officers or Agents.....	2	500		1,000
Terminal Warehouses, Companies or Agencies, each.....	1	500		500
Water Works Companies, each.....	1	250		250
Kerosene Oil Companies or Agencies, each.....	1	500		500
				\$29,920 00
CLASS 2.				
Auctioneers, Real Estate Brokers, Brokers of Stocks, Bonds, and other Personal Property at auction or private sale, each.....	15	75		1,125
Brokers dealing in Chemicals, Fertilizer Materials.....	6	50		300
Brokers in Rice or Cotton.....	5	50		250
Rent Agents, or Collectors of Rents or other Claims, each.....	10	25		250

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
Brokers or Agents buying or selling Futures on a margin, each.....	2	\$ 100	\$ 200	\$ 2,125 00
CLASS 3.				
Artists, Ambrotypists, Daguerrean or Photographists, each.....	5	25	125	125 00
CLASS 4.				
Architects, Civil Engineers or Sur- veyors, each.....	2	10	20	20 00
CLASS 5.				
Brokers, Pawn, each.....	7	30	2,100	
Money Lender, Loan, Co-Operation or Aid Association, who, as con- templated by this Ordinance, is one who carries on the business of lending his own or other people's money, not as a stock or bond broker, chartered bank, private banker, negotiator of loans on realty, real estate agent, or firm of such agents, or deals in bonds and stocks as herein provided, but who carries on the business of lending money on personal security or per- sonal property, other than stocks and bonds, each.....	6	300	1,800	3,900 00
CLASS 6.				
Bankers, who are all persons and firms other than Banks, buying and selling domestic or foreign exchange, or discounting notes or other evidence of debt. each.....	2	150	300	300 00
CLASS 7.				
Billiard or Pool Tables, for each table	7	25	175	175 00
CLASS 8.				
Boarding Houses or Hotels, other than Sailor, having less than 10 rooms, each.....	6	10	60	

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
Other than Sailor, having 20, and less than 50 rooms, each.....	1	\$ 50	\$ 50	
Other than Sailor, having 50, and less than 100 rooms, each.....	1	75	75	\$ 185 00
CLASS 9.				
Bakeries, Steam, each.....	1	75	75	
Bakeries, other than Steam, each.....	23	25	575	650 00
CLASS 10.				
Barbers, for each chair.....	77	2.50	192.50	192.50
CLASS 11.				
Bill Posters and Distributors, each...	2	35	70	70 00
CLASS 12.				
Butchers, for each stall.....	6	5	30	30 00
CLASS 13.				
Builders, Master Mechanics and Workmen of all Trades and Em- ployments, not specially named elsewhere:				
Contractors, or firms of such, taking or offering to take contracts not exceeding in the aggregate more than \$500 per annum, each.....	2	5	10	
Contractors, or firms of such, taking or offering to take contracts not exceeding in the aggregate more than \$1,500 per annum, each.	3	15	45	
Contractors, or firms of such, taking or offering to take contracts not exceeding in the aggregate more than \$5,000 per annum, each.....	6	25	150	
Contractors, or firms of such, taking or offering to take contracts exceed- ing in the aggregate more than \$5,000 per annum, each.....	1	50	50	255 00
CLASS 15.				
Academy of Music, Theatre or Opera House, each.....	1	200	200	200 00

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
CLASS 16.				
Cook Shops, each.....	17	\$ 10	\$ 170	\$ 170 00
CLASS 19.				
Dye Houses, each.....	2	10	20	20 00
CLASS 20.				
Dealers, who are all Persons, Firms or Companies buying or selling any articles of trade or merchandise, Green Grocers or dealers in Fresh Meats (sold elsewhere than in the market) on production of one year's rent of stall in the market, in advance, each.....	31	100	3,100	
Other dealers in Fresh Meats (sold elsewhere than in the Market) and not Green Grocers, and who are not required under the provisions of this Ordinance to take out any other License.....	2	150	300	3,400 00
CLASS 21.				
Dealers in Upland Cotton, and Dealers in Rice, or its equivalent, in sacks: Those buying or selling less than 2,500 packages, each.....	14	50	700	
Those buying or selling 2,500 packages, and less than 5,000 packages, each.....	5	100	500	
Those buying or selling 5,000 packages, and less than 10,000 packages, each.....	1	200	200	1,400 00
CLASS 22.				
Dealers in Sea Island Cotton, Long or Staple Cotton: Those buying or selling less than 1,000 packages, each.....	4	50	200	
Those buying or selling 1,000 packages, and less than 2,500 packages, each.....	3	100	300	500 00

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
CLASS 23.				
Cotton Pickeries, or Buyers and Pickers of Loose Cotton, each.....	1	\$ 75	\$ 75	\$ 75 00
CLASS 24.				
Agents for or dealers in Sewing Machines, each.....	2	40	80	
Agents for or dealers in Bicycles, each.....	10	25	250	
Agents for or dealers in Bicycles, for hire, other than regular dealers, each.....	1	15	15	
Agency, meaning resident person who represents non-resident dealers or manufacturers, and not to be construed as meaning regular brokers, each.....	1	25	25	370 00
CLASS 26.				
Dealers in Books and Pictures on streets, or canvassers for same, each.....	3	5	15	
Organ Grinders, each.....	7	5	35	50 00
CLASS 27.				
Livery Stables, each.....	2	50	100	
Dealers in Horses and Mules, each...	8	50	400	
Stock Yards for the Feeding of Cat- tle, each.....	2	50	100	600 00
CLASS 28.				
Dealers whose stock never exceeds in value the sum of \$50, each.....	203	5	1,015	1,015 00
CLASS 29.				
Dealers in Naval Stores: Those buying or selling not over 10,000 packages, each.....	1	50	50	50 00
CLASS 30.				
Dealers in Hides and Tallow, Furs and Wool, each.....	2	50	100	

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
Dealers in Ice, Oil, Coal, etc., from carts or wagons on streets, for each cart or wagon, exclusive of cart license	8	\$ 10	\$ 80	
Dealers in Ice, from Branch Ice House, each.....	15	10	150	
Dealers in Ice, or Ice Houses, each...	2	100	200	
Dealers in Ice Cream, or Ice Cream Saloons, each.....	9	15	135	
Dealers in Junk, Wholesale, each.....	2	75	150	
Dealers Peddling Goods around the city, per week, each.....	15	5	75	
Dealers in Soda Water, sold from Founts, and Milk Shakes, each.....	57	10	570	
Dealers in Poultry, Fish, Vegetables or Fruit, on the streets, per month, each	102	1	102	\$ 1,512 00
CLASS 31.				
Dealers in Coal, or Coal Yards, and all importers of Coal (except such as are imported directly by officials, or mechanical manufacturing or industrial enterprises, for use for such establishments,) and all persons selling Coal from Wharves or Vessels, shall be deemed liable to a Coal Yard License, each.....	3	100	300	
Branch Offices and Yards of dealers in Coal, who have paid the \$100 License, and conduct the business of Branch Yards under the same firm name, each.....	2	50	100	
Dealers, Commercial Brokers, who sell only on brokerage or on commission here, each broker or recognized firm of brokers not exceeding two members, each.....	19	25	475	875 00
CLASS 32.				
Dealers in Poultry and Country Produce, and any and every other article of trade or merchandise not specially named elsewhere in this Ordinance, where annual sales do not exceed \$2,000, each	356	20	7,120	
Whose annual sales are over \$2,000, and less than \$5,000.....	53	30	1,590	

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
Those whose annual sales are over \$5,000, and less than \$10,000.....	33	\$ 35	\$ 1,155	
Those whose annual sales are over \$10,000, and less than \$15,000.....	19	50	950	
Those whose annual sales are over \$15,000, and less than \$20,000, each	16	60	960	
Those whose annual sales are over \$20,000, and less than \$30,000, each	10	75	750	
Those whose annual sales are over \$30,000, and less than \$50,000, each	17	100	1,700	
Those whose annual sales exceed \$50,000, for each additional \$1,000: 1 @ \$105; 1 @ \$110; 2 @ \$120; 1 @ \$125; 4 @ \$150; 1 @ \$160; 2 @ \$200; 1 @ \$410; 1 @ \$500.....	14	.....	2,650	\$16,875 00
CLASS 33.				
Fairs, Promenades, Parties, Public Balls, Glass Blowing, Operas, Min- strels, Panoramas, and every other kind of public entertainments of a like nature, per day or night, each	109	5	545	545 00
CLASS 34.				
Foundries and Machine Shops, whose gross business does not exceed \$75,000	4	75	300	300 00
CLASS 35.				
Factories:				
Basket or Crate Factories, operated by power other than hand, each. ..	1	50	50	
Bag (other than Paper) Factories, each	1	100	100	
Barrel Factories, operated by power other than hand, each.....	1	100	100	
Candy Factories, each	6	15	90	
Cotton Tie Factories, each.....	1	10	10	
Cotton Tie Buckle Factories, each....	1	10	10	
Clothing Factories, each.....	2	15	30	
Harness Factories, each.....	3	15	45	
Mattress Factories, each	1	15	15	
Shirt and other Underwear Facto- ries, each	1	15	15	
Soap Factories, each.....	1	35	35	
Sausage (by steam) Factories, each..	1	15	15	
Sausage (by hand) Factories, each...	1	5	5	

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
Sash and Blind Factories, each.....	3	\$ 40	\$ 120	
Soda Water Factories, and Bottlers of Soda Water, each.....	4	25	100	
Ice Factories, each.....	4	50	200	
Vinegar Factories, each.....	1	15	15	\$ 955 00
CLASS 36.				
Engravers and Watchmakers, each...	5	10	50	
Gunsmiths, Locksmiths and Bicycle Repairers, each.....	7	10	70	
Plumbers and Gasfitters, each.....	11	25	275	
Painters or Tinner, each.....	15	10	150	
Shoemakers, each.....	12	5	60	
Upholsterers, each.....	3	10	30	635 00
CLASS 37.				
Information or Employment Bureaus, each	1	25	25	25 00
CLASS 38.				
Laundries, Steam, each.....	1	75	75	
Laundries, each.....	2	50	100	
Laundries, Washing and Ironing Houses, each.....	17	37.50	637.50	812 50
CLASS 39.				
Lumber Yards, Lumber Ponds, other than those attached to Mills, each..	2	60	120	120 00
CLASS 40.				
Lawyers, Physicians, Dentists, Chemists:				
Whose gross business does not exceed \$600, each.....	65	10	650	
Whose gross business does not exceed \$1,000, each.....	21	25	525	
Whose gross business does not exceed \$3,000, each.....	10	50	500	
Whose gross business does not exceed \$5,000, each.....	2	75	150	
Whose gross business exceeds \$5,000, each	3	100	300	
Veterinary Surgeons, each.....	1	20	20	2 145 00

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
CLASS 41.				
Marble Yards, each.....	2	\$ 20	\$ 40	\$ 40 00
CLASS 42.				
Mills, Flour, each.....	1	50	50	
Mills, Grist, other than horse power, each	2	30	60	
Mills, Planing, each.....	1	60	60	
Mills, Saw, each.....	2	60	120	
Mills, Rice, doing business of 20,000 packages and under, each.....	1	250	250	
Mills, Rice, doing a business of 30,000 packages and under, each.....	1	400	400	
Mills, Spice or Coffee, Sea Foam, Self-Raising or Prepared Flours, as special business, each.....	1	20	20	960 00
CLASS 43.				
Newspapers, Daily, Morning.....	1	150	150	
Newspapers, Daily, Afternoon.....	1	75	75	
Newspapers, worked by hand, each..	1	25	25	
Printing Offices, Job, each.....	3	50	150	
Printing Offices, Job, hand power, each	5	15	75	475 00
CLASS 44.				
Restaurants, each.....	8	30	240	240 00
CLASS 45.				
Shooting Galleries, each.....	1	50	50	50 00
CLASS 46.				
Stevadores, each....	1	50	50	50 00
CLASS 47.				
Tailors and Merchant Tailors: Those employing not over three hands	2	15	30	
Those employing more than three, and less than ten hands, for each hand employed: 1 @ \$10; 2 @ \$25; 1 @ \$35	4		95	
Tailor Shops, not Merchants.....	8	5	40	165 00

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
CLASS 48.				
Undertakers, whose business does not exceed \$1,000, each.....	9	\$ 25	\$ 225	
Undertakers, whose business does not exceed \$2,000, each.....	1	50	50	275 00
CLASS 50.				
Warehousemen and Wharfmen, who are all Persons, Firms or Corporations receiving any article of trade or merchandise on storage, either on wharves, warehouses, buildings or stores in any part of the city, or who have piers or wharves used for landing or shipping goods from vessels:				
Whose gross receipts do not exceed \$3,000 each.....	2	50	100	
Whose gross receipts do not exceed \$20,000, each.....	1	150	150	250 00
CLASS 51.				
Wheelwright and Blacksmith Shops:				
Wheelwright, one forge, each.....	5	10	50	
Wheelwright Shops, for each additional forge.....	1	5	5	
Blacksmith Shops, one forge, each...	21	10	210	
Coach, Carriage and Buggy Makers and Repairers, each.....	2	25	50	315 00
CLASS 52.				
Wood Yards (all parties having paid for Wood Yard Licenses, and Licenses for Carts, shall have the privilege of offering wood for sale in the streets without the addition of a Huckster License. Provided, however, the names of the owners of such carts be painted thereon), each	12	30	360	

Licenses Issued, 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
Dealers in Wood, other than keepers of regular Wood Yards, who sell from a stock on hand, shall, in addition to the Wood Cart License, pay, each.....	14	\$ 15	\$ 210	\$ 570 00
Special Licenses.....	.....	.....	.....	1,566 00
Total Classified and Special Licenses	.....	.....	.....	\$75,553 00

DAN'L L. SINKLER,
City Assessor.

Charleston, S. C., December 31st, 1900.

D.

Assessed Returns for Licenses Turned Over to City Treasurer
for Year 1900.

BUSINESS	No. Taken Out	@	Amount	Total
CLASS 1.				
Cotton Manufacturing Company....	1	\$ 400	\$ 400	
Fire Insurance Companies, and also Life Insurance Companies, having in this city one agency or one office (local or general) whose gross premiums, including the renewals derived through the same, are respectively \$1,000 or less.....	1	50	50	\$ 450 00
CLASS 2.				
Auctioneers, Real Estate Brokers, Brokers of Stocks, Bonds and other Personal Property at auction or private sale, each.....	2	75	150	
Rent Agents, or Collectors of Rents, or other claims, each.....	1	25	25	175 00
CLASS 4.				
Architects, Civil Engineers or Sur- veyors, each.....	1	10	10	10 00
CLASS 9.				
Bakeries, other than Steam, each...	1	25	25	25 00
CLASS 10.				
Barbers, for each chair.....	19	2.50	47.50	47 50
CLASS 13.				
Builders, Master Mechanics, and workmen of all trades and employ- ments, not specially named else- where: Those employing not over 10 hands, each.....	4	25	100	100 00
CLASS 16.				
Cook Shops, each.....	9	10	90	90 00

Assessed Returns for Licenses for 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
CLASS 17.				
Ship Yards, Marine or Slips.....	1	\$ 50	\$ 50	\$ 50 00
CLASS 19.				
Dye Houses, each.....	2	10	20	20 00
CLASS 20.				
Dealers, who are all Persons, Firms or Companies buying or selling any articles of trade or merchan- dise:				
Green Grocers, or dealers in Fresh Meats (sold elsewhere than in the Market), on production of receipt for one year's rent in the Market, in advance, each.....	1	100	100	100 00
CLASS 24.				
Agents for or dealers in Bicycles for hire, other than regular dealers, each	2	15	30	30 00
CLASS 27.				
Dealers, Transient, in Horses, Mules or Cattle	1	50	50	50 00
CLASS 28.				
Dealers whose stock never exceeds in value the sum of \$50, each.....	35	5	175	175 00
CLASS 30.				
Dealers in Ice, Oil, Coal, etc., from carts or wagons on streets, for each cart or wagon, exclusive of cart license, each	2	10	20	
Dealers in Ice from Branch Ice House, each.....	6	10	60	
Dealers in Ice Cream, or Ice Cream Saloons	1	15	15	
Dealers in Junk, retail, each.....	1	50	50	
Dealers in Soda Water, sold from Founts, and Milk Shakes, each....	1	10	10	155 00

Assessed Returns for Licenses for 1900- Continued.

BUSINESS	No. Taken Out	@	Amount	Total
CLASS 31.				
Dealers, Merchandise Brokers, other than Cotton, Rice or Fertilizers, who sell only on brokerage or on commission here, each broker or recognized firm of brokers, not exceeding two members, each....	18	\$ 25	\$ 325	\$ 325 00
CLASS 32.				
Dealers in Poultry and Country Produce, and any and every other article of trade or merchandise not specially named elsewhere in this Ordinance, where annual sales do not exceed \$2,000, each.....	23	20	460	
Those whose annual sales are over \$5,000, and less than \$10,000, each.	1	35	35	495 00
CLASS 35.				
Factories:				
Basket, Willowware and Broom Factories, each.....	1	5	5	
Cigar Factories, each.....	1	10	10	
Harness Factories, each.....	2	15	30	
Sash and Blind Factories, each.....	1	40	40	85 00
CLASS 36.				
Engravers and Watchmakers, each.	2	10	20	
Plumbers and Gasfitters, each.....	3	25	75	
Painters and Tinnerns, each.....	8	10	80	
Shoemakers, each.....	3	5	15	190 00
CLASS 40.				
Lawyers, Physicians, Dentists, Chemists, where gross business does not exceed \$600, each.....	17	10	170	170 00
CLASS 41.				
Marble Yards, each.....	2	20	40	40 00
CLASS 43.				
Printing Offices, Job, hand power, each.....	3	15	45	45 00

Assessed Returns for Licenses for 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
CLASS 44.				
Restaurants, Saloons and Cafés, each	1	\$ 80	\$ 80	\$ 80 00
CLASS 46.				
Stevedores, each.....	1	50	50	50 00
CLASS 47.				
Tailors and Merchant Tailors: Tailor Shops, not Merchants.....	7	5	35	35 00
CLASS 48.				
Undertakers and Cabinetmakers, whose business does not exceed \$1,000, each.....	1	25	25	25 00
CLASS 50.				
Warehousemen and Wharfmen, who are all Persons, Firms or Corpora- tions receiving any articles of trade or merchandise on storage, either on wharves, wharf, warehouses, buildings or stores in any part of the city, or who have piers or wharves used for landing or ship- ping goods from vessels: Whose gross receipts exceed \$20,000, each	1	200	200	200 00
CLASS 51.				
Blacksmith Shops, one forge, each..	8	10	80	80 00
CLASS 52.				
Wood Yards (all parties having paid for wood yard licenses and licenses for carts, shall have the privilege of offering wood in the streets without the addition of a huck- ster's license; provided, however, the names of the owners of such carts be painted thereon). each ... Dealers in Wood, other than keepers of regular wood yards, who sell from a stock on hand, shall, in	2	30	60	

Assessed Returns for Licenses for 1900—Continued.

BUSINESS	No. Taken Out	@	Amount	Total
addition to the wood cart license, pay, each.....	1	\$ 15	\$ 15	\$ 75 00
SPECIAL.				
Trunk Maker.....	1	10	10	10 00
Total Assessed Licenses.....				\$ 3,332 50
Penalty, 20 per cent.....				666 50
Total Assessed Licenses and Penalties.....				\$ 3,999 00

DAN'L L. SINKLER,

City Assessor.

Charleston, S. C., December 31st, 1900.

E.**Statement of the Number of Permits Issued for New Buildings and Old Buildings Improved for the Year 1900.****NEW BUILDINGS.**

63 Permits—Reported Cost\$82,920

Distributed in the City as follows:

Ward 1	2 Permits.	Reported Cost.....	\$ 5,200
Ward 2	6 "	Reported Cost.....	15,400
Ward 3	1 "	Reported Cost.....	150
Ward 4	4 "	Reported Cost.....	13,000
Ward 5	2 "	Reported Cost.....	1,400
Ward 6	2 "	Reported Cost.....	4,300
Ward 7	0 "	Reported Cost.....	.....
Ward 8	6 "	Reported Cost.....	7,800
Ward 9	0 "	Reported Cost.....	.....
Ward 10	10 "	Reported Cost	6,100
Ward 11	17 "	Reported Cost.....	12,670
Ward 12	18 "	Reported Cost.....	16,900
Total.....	<u>63 Permits.</u>	Reported Cost.....	<u>\$82,920</u>

Classified as follows:

Brick Ice Factory.....	1	Reported Cost.....	\$ 3,000
Brick Buildings, Three Story...	1	Reported Cost.....	5,900
Wooden Buildings, One Story...	27	Reported Cost.....	7,370
Wooden Buildings, Two Story...	33	Reported Cost.....	63,650
Wooden Buildings, Three Story.	1	Reported Cost.....	8,000
Total Permits.....	<u>63</u>	Total Reported Cost..	<u>\$82,920</u>

OLD BUILDINGS IMPROVED.

80 Permits—Reported Cost.....\$75,445

Distributed in the City as follows:

Ward 1	6 Permits.	Reported Cost.....	\$ 6,815
Ward 2	8 "	Reported Cost.....	21,250
Ward 3	14 "	Reported Cost.....	6,700
Ward 4	3 "	Reported Cost.....	1,675
Ward 5	9 "	Reported Cost.....	19,510
Ward 6	5 "	Reported Cost.....	2,400
Ward 7	7 "	Reported Cost.....	4,450
Ward 8	8 "	Reported Cost.....	5,225
Ward 9	2 "	Reported Cost.....	375
Ward 10	9 "	Reported Cost.....	3,245
Ward 11	9 "	Reported Cost....	8,075
Ward 12	5 "	Reported Cost.....	725
<u>Total Permits...80</u>		<u>Total Reported Cost..\$75,445</u>	

TOTAL OF NEW BUILDINGS AND IMPROVEMENTS.

New Buildings.....	68 Permits.	Reported Cost.....	\$82,920
Old B'ldings Improved	80 "	Reported Cost.....	75,445
<u>Total.....148 Permits.</u>		<u>Total Reported Cost..\$158,365</u>	

DAN'L L. SINKLER,

City Assessor.

Charleston, S. C., December 31st, 1900.

F.

Comparisons of Assessments with Sales of Real Estate
for the Year 1900.

WARD	Number of Pieces		Amount of Assessments	Advance over Assessments	Per Cent.
Ward 1.....	14	\$ 50,410	\$ 26,615	\$ 23,795	89.40
Ward 2.....	26	77,815	43,240	34,575	79.73
Ward 3.....	27	78,025	51,140	21,885	42.79
Ward 4.....	22	50,450	32,350	18,100	53.95
Ward 5.....	80	145,800	55,290	90,010	162.79
Ward 6.....	26	92,480	55,750	36,730	65.88
Ward 7.....	29	150,387	113,470	36,867	32.49
Ward 8.....	85	109,020	59,220	49,800	84.09
Ward 9.....	15	13,085	8,150	4,935	60.55
Ward 10.....	39	44,350	26,510	17,840	67.29
Ward 11.....	88	100,780	66,660	34,120	51.04
Ward 12.....	64	79,062	40,970	38,092	92.97
Total.....	410	\$366,114	\$579,365	\$406,749	70.20

410 Pieces sold above Assessment.....\$406,749

Amount of Sales.....\$366,114

Amount of Assessments..... 579,365

Per Cent. of Sales above Assessments..... 70.20

28 Pieces sold below Assessment.....\$ 9,865

Amount of Assessments.....\$ 70,765

Amount of Sales.... 60,900

Per cent. of Assessments above Sales..... 18.94

DAN'L L. SINKLER,

City Assessor.

Charleston, S. C., December 31st, 1900.

CITY SHERIFF'S REPORT.

Office of City Sheriff,
Charleston, S. C., January 1st, 1901.

To the Honorable the Mayor and Aldermen of the City of
Charleston :

Gentlemen—I respectfully submit the following report of
the business of this office, for the year ending December 31st,
1900.

Very respectfully,

GLENN E. DAVIS,
City Sheriff.

**Taxes Collected by the City Sheriff during the Fiscal Year
ending December 31st, 1900.**

COLLECTIONS IN MONTHS.

January—Tax 1894.....	\$ 145 23	
January—Tax 1895.....	145 23	
January—Tax 1896.....	183 84	
January—Tax 1897.....	44 85	
January—Tax 1898.....	29 82	
January—Tax 1899.....	1,971 66	
February—Tax 1899.....	1,969 91	
March—Tax 1899.....	909 00	
April—Tax 1897.....	83 07	
April—Tax 1898.....	67 58	
April—Tax 1899.....	361 77	
May—Tax 1894.....	.....
May—Tax 1895.....	7 14	
May—Tax 1899.....	1,107 17	
June—Tax 1899.....	66 29	
July—Tax 1899.....	83 59	
August—Tax 1899.....	125 85	
September—Tax 1899.....	141 74	
October and November—Tax 1899.....	127 44	
December—Tax 1900.....	4,630 58	
		\$11,401 74

SCHOOL TAX COLLECTED.

January—For Year 1894.....	\$ 18 88	
January—For Year 1895.....	9 51	
January—For Year 1896.....	6 15	
January—For Year 1897.....	2 16	
January—For Year 1898.....	1 15	
January—For Year 1899.....	77 88	
February—For Year 1899.....	76 08	
March—For Year 1899.....	8 50	
April—For Year 1897.....	3 99	
April—For Year 1898.....	2 65	
April—For Year 1899.....	12 50	
May—For Year 1894.....	68	
May—For Year 1895.....	47	
May—For Year 1899.....	29 41	
June—For Year 1899.....	30	
July—For Year 1899.....	2 60	
August—For Year 1899.....	3 77	
September—For Year 1899.....	5 55	
October and November—For Year 1899.....	118 05	
December—For Year 1900.....	186 87	
		\$ 506 55
Penalties and Costs Collected.....	\$ 475 46	
State Tax Collected.....	122 52	
Collected on Executions for Licenses, including Penalties, and Costs on same.....	747 70	
		\$ 1,345 68
Total.....	\$18,258 97	

RECAPITULATION.

Tax 1894—Collected in 1900	\$ 145 22
Tax 1895—Collected in 1900	152 86
Tax 1896—Collected in 1900	182 84
Tax 1897—Collected in 1900	127 92
Tax 1898—Collected in 1900	96 90
Tax 1899—Collected in 1900	6'125 92
Tax 1900—Collected in 1900	4,620 58
School Tax 1894—Collected in 1900	14 51
School Tax 1895—Collected in 1900	9 98
School Tax 1896—Collected in 1900	6 15
School Tax 1897—Collected in 1900	6 15
School Tax 1898—Collected in 1900	8 80
School Tax 1899—Collected in 1900	829 59
School Tax 1900—Collected in 1900	136 87
State Tax—Collected in 1900	122 52
Penalties and Costs—Collected in 1900.....	475 46
Collected on License Executions.....	747 70
	<u><u>\$13,253 97</u></u>

Respectfully submitted.

GLENN E. DAVIS,
City Sheriff.

Charleston, S. C., December 31st, 1900.

REPORT OF THE CORPORATION COUNSEL.

Office of the Corporation Counsel,
Charleston, S. C., March 29, 1901.

To the Honorable the Mayor and Aldermen of the City of Charleston :

Gentlemen—I respectfully submit my report, as Corporation Counsel, for the year ending December 31, 1900.

While I have been called upon to prepare numerous contracts and furnish very many opinions, I am pleased to say that the city has been engaged in but little litigation during the year; in fact, the only case of serious importance was that of the Vesta Mills against the City Council of Charleston.

It was contended by the Vesta Mills that they were exempt from taxation, under the Ordinances of the city of Charleston, for a period of five years, and that the taxes, amounting to something over two thousand dollars, paid into the City Treasury, should be returned.

This action was brought in the United States Court, decided in favor of the city, and the decision, upon appeal to the Circuit Court of Appeals, was affirmed. At the same time, however, the Vesta Mills secured an injunction against the city, in the State Court, enjoining her from collecting any further taxes.

After a lengthy litigation, the Supreme Court has decided that said company is entitled to exemption from taxation under our Ordinance; the same being new capital invested, etc. This decision has just been rendered.

The only other case outstanding against the city is that of Louis A. Wessel against the City Council of Charleston, an action for damages for personal injuries sustained through defect in the sidewalk. I do not consider the case one of importance, and will defend the same at the proper time.

Respectfully submitted.

GEO. S. LEGARÉ,
Corporation Counsel.

STREET DEPARTMENT.

Office of Superintendent of Streets,
Charleston, S. C., January 1st, 1901.

To the Mayor and Aldermen of the City of Charleston :

Gentlemen—I have the honor to submit the Annual Report of Receipts and Expenditures, and the work done by this Department, for the year 1900.

RECEIPTS.

Manure sold.....	\$ 75 50
Sawdust sold	50
Cement Gravel sold.....	5 52
Condemned Mules sold....	40 00
Iron Gratings sold.....	2 80
Granite Blocks sold.....	8 83
Flagstones sold	10 36
Repairs to Cement Gravel Roads.....	72 30
High School—For Drain	7 20
H. S. Holmes—Sidewalk, Church Street.....	25 89
Tidal Drain—Repairs	600 00
Police Department—Cement, etc.....	8 05
Deposit in Treasury—From Pay Rolls.....	3 50
General Appropriation.....	57,500 00
1½ Mill Betterment Tax.....	29,886 83
C. C. Ry. Improvement, Charlotte Street.....	2,539 64
Artesian Well Comm—Work done	50 65
	<hr/>
	<u>\$90,827 57</u>

EXPENDITURES.

Scavenger Account—General	\$ 4,020	48
Scavenger Account—Forage	5,018	48
Scavenger Account—Repairs	1,250	95
Scavenger Account—Labor	18,806	25
General Police	15,177	80
General Repairs	2,905	85
Expense Account	2,144	81
Lumber	872	77
Hardware, Brooms, etc	92	90
Shell, Gravel and Sand	921	87
Brick Sidewalks	669	29
Bricks	156	28
Lime and Cement	578	50
Roadways—Granite Blocks—Rep.	1,289	01
Roadways—Cobble—Rep.	1,112	65
Roadways—Cement Gravel—Rep.	1,893	80
Curb and Crossings—Stone	51	50
Curb and Crossings—Plank	2,081	76
Brick Drains—Repairs	524	08
Tidal Drains—Repairs	10	00
Macadam Roads—Repairs	95	55
Meeting Street Shell Road	1,272	67
Pipe Drains—New	2,588	96
Granite Block Roads—New	7,334	54
Flagstone Sidewalks—New	8,592	45
Macadam Roads—New, Completed	6,682	59
Macadam Roads—New, Incomplete	4,442	44
Filling Streets and Sidewalks	778	76
Plank Roads—Repairs	628	47
Flagstone Sidewalks—Repairs	229	08
Pipe Drains—Repairs	987	83
Balance to be used on work not completed	2,665	85 \$90,327 5

GRANITE BLOCK ROADS.

	Square Yards.
Wentworth Street, from Meeting to East Bay	1,479.44
Queen Street, from Meeting to King	662.93
Calhoun Street, from Washington to Concord	1,210.78
At an average cost \$1.86 ¹ / ₂ per square yard.	

COBBLE STONE ROADS.

	Square Yards.
Wentworth Street, from Meeting to East Bay	1,625.52
Queen Street, from Meeting to King	480.10
At an average cost 29 ⁴ / ₁₀₀ c. per square yard.	

MACADAM ROADS.

	Square Yards.
Vanderhorst Street, from King to St. Philip.....	1,900
Lamboll Street, from King to Legare.....	1,818
Ashley Avenue, from Calhoun to Spring.....	5,801
Charlotte Street, from Meeting to Alexander.....	6,128
Average cost, 80 $\frac{1}{3}$ c. per square yard.	

PIPE DRAINS.

	Size Pipe, Inches	Length, Feet
Nassau Street	12	200.
Hampstead Mall	10	250.
Hanover Street	12	616.8
Hanover Street, Lateral	8	175.
Elizabeth Street	10	248.
Elizabeth Street, Lateral	8	170.
Elizabeth Street, Lateral	6	140.
Wragg Street.....	10	611.06
Hanover Street.....	12	662.5
Hanover Street, Lateral.....	8	129.5
Rose Lane.....	10	478.8
Rose Lane, Lateral	6	28.0
Mott's Lane.....	10	301.
Nassau, between South and Columbus.....	12	979.
Nassau, between Maguire's Court and Columbus.....	8	228.8
President Street.....	15	412.5
President Street.....	12	109.
President Street.....	8	495.
Hampden Court.....	10	290.
At an average cost—15 in.—@ 54c.		
12 " —@ 42c.		
10 " —@ 35c.		
8 " —@ 25c.		
6 " —@ 24c.		

FLAG PAVEMENTS.

Flag Pavements were laid in following streets:

	Square Feet.
Glebe Street, w. s. from Wentworth to George.....full flag	1,677.82
S. W. Corner Pinckney and East Bay.....full flag	790.7
Charlotte Street, from Alexander Street, east.....full flag	1,337.81
Nassau, w. s. from Columbus Street, south .....full flag	237.79
Elizabeth Street, e. s. from Charlotte to Cedar Court,	
single flag	900.47
Elizabeth Street, e. s. from Calhoun to Cedar Court,	
single flag	500.0
Calhoun, N. E. Corner Elizabeth.....full flag	322.95
Woolfe Street, n. s. from Meeting to Nassau.....single flag	951.52
Amherst Street, n. s. from Nassau to Hanover.....full flag	1,775.03
Front 65 Bogard Street.....single flag	129.04
Front 15 and 17 Charlotte Street.....single flag	250.00
N. E. Corner Calhoun and Elizabeth, and Elizabeth	
Street, e. s. from Calhoun to Charlotte.....single flag	408.0
Spring Street west Rutledge Avenue.....single flag	701.20
Raid Street, n. s. from Meeting to Southern Railroad,	
single flag	326.0
Queen Street, n. s. from Franklin to Logan.....full flag	1,110.74
East Bay Street, w. s. from Elliott to Tradd.....full flag	3,210.95
Wentworth Street, from East Bay to Anson.....full flag	967.09
Chalmers Street, from Church to Meeting.....full flag	2,758.48
Limehouse Street, from Tradd to water.....full flag	2,606.73
Queen Street, from Logan to Franklin.....full flag	998.21
Pitt Street, from Wentworth Street, north.....full flag	2,921.85
Queen Street, from Friend Street, west.....full flag	1,538.97
S. W. Corner Morris and St. Philip.....full flag	181.0
S. E. Corner Spring and Ashley.....full flag	182.0
N. W. Corner Line and Ashley.....full flag	90.0
Beaufain, s. s. from Archdale to Mazyck.....full flag	2,589.35
W. S. Meeting Street, near Horlbeck's Alley.....full flag	60.67
Wentworth Street, s. s. from East Bay west.....full flag	556.96
South Street, s. s. from America Street west .....single flag	2,766.40
Spring Street, n. s. from King to St. Philip.....single flag	1,292.35
Spring Street, n. s. from St. Philip to Coming.....single flag	1,286.8
Ashley Avenue, e. s. from Spring to Bogard.....single flag	1,631.78
President and Spring Streets. ....full flag	235.76
King Street, e. s. front T. M. Bristol.....full flag	200.82
East Bay Street, w. s. from Tradd Street north.....full flag	569.04
Pitt Street, w. s. from Bull Street south.....full flag	1,224.33
Nassau Street, e. s. from South Street south, and South	
Street, s. s. from Nassau Street east.....single flag	648.60
Ashley Avenue, w. s. from Spring Street north.....single flag	268.6

Street Department.

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Calhoun Street, s. s. from East Bay to Middle.....	full flag	1,750.78
Calhoun Street, s. s. from Middle Street west.....	full flag	981.05
Elizabeth Street, front No. 12	single flag	74.4
Thomas, e. s. from Warren to Vanderhorst.....	full flag	1,878.81
Front of St. Mark's Church.....	full flag	170.52
Reid Street, n. s. railroad to Meeting.....	full flag	758.09
At an average cost of 18½c. per square foot laid.		

STONE CURBING.

Stone Curbing was placed in following streets:

	Lin. feet New Cur.	Lin. feet Curb. reset
Glebe Street, w. s. from Wentworth to George		80.00
Woolfe Street, n. s. from Meeting to Nassau.....		15.6
Amherst Street, n. s. from Nassau to Hanover.....		8.0
Front 65 Bogard Street		18.0
N. E. Corner Calhoun and Elizabeth.....		168.7
Front 17 Charlotte.....		8.50
Elizabeth St., e. s. from Cedar Court to Charlotte... ..		9.10
Reid St., n. s. from Meeting to Southern Railroad... ..		298.70
Spring Street, n. s. from Rutledge to Ashley.....		30.90
Queen Street, from Franklin to Logan....		19.80
Bull Street, n. s. from Rutledge to Ashley Avenue... 54.2	
Wentworth Street, from East Bay to Anson..... 18.7		228.0
Limehouse Street, from Tradd to water..... 42.1	
Pitt Street, from Wentworth Street north.....		20.0
Beaufain Street, s. s. from Archdale to Mazyck... ..		9.0
Spring Street, n. s. from St. Philip to Coming.....		24.0
Ashley Avenue, e. s. from Spring to Bogard		33.1
Meeting St., w. s. from Market to Horlbeck's Alley... ..		10.7
Pitt Street, w. s. from Bull Street south.....		98.8
Ashley Avenue, w. s. from Spring Street north.....		40.8
Calhoun Street, s. s. from East Bay to Middle..... 44.5	
Broad Street, s. s. from Orange to Franklin.....		10.0
Calhoun Street, s. s. from Middle Street west		111.08
King Street, e. s. from Market to Hasell.....		5.0
Thomas Street, e. s. from Warren to Vanderhorst...279.6	
Broad Street, s. s. front Mrs. Heyward.....		10.0
Reid Street, n. s. from railroad to Meeting..... 9.0	
Meeting Street, w. s. front McAlister's.....		10.07
Charlotte Street, from Meeting to Alexander.....834.0	

At a cost of 35c. for 18 in, and 28c. for 14 in, and 5c. for relaying old curb.

BRICK CURBING.

Brick Curbing was placed on following streets:	Lin. Feet
Nassau Street, w. s. from Columbus Street south.....	155.0
Chalmers Street, from Church to Meeting.....	198.8

Limehouse Street, from Tradd to Water.....	299.20
Queen Street, from Logan to Franklin.....	80.00
Calhoun Street, s. s. from East Bay to Middle.....	178.9
Broad Street, s. s. from Rutledge Street east.....	187.6

BRICK SIDEWALKS.

Brick Sidewalks were placed on following streets:

	Sq. Yds.
Bull Street, n. s.....	48.83
Broad Street, s. s. from Rutledge Street east.....	145.45
Church Street, w. s. from Atlantic Street south.....	100.9

BRICK GATEWAYS.

Brick gateways have been laid in following streets : n. s. Bull, Church, State Street n. s. near Broad, Tradd near Orange, 192 Ashley Avenue, s. Bee, Ashley Avenue, 84 Smith Street, 192 Rutledge, Magazine east Logan, Magazine (4), 33 George Street, No. 17 East Battery, 9 Church Street, Montague s. s. east Smith, 121 Coming, 129 Coming, George east Coming, 238 St. Philip, Wentworth n. s. west Anson, 56 Church, Rutledge north Beaufain, Ashley w. s. north Cannon, Broad corner Orange, 11 Church Street, 15 Church, 26 Middle, 69 Bogard, 71 Bogard, John Street Nos. 14 and 18, Wentworth Nos. 18, 17, 19 and 23, Warren Street s. s. No. 67 Charlotte Street, n. s., Broad opposite Trapman, Broad east Friend, Broad No. 150, Ashmead Court, Nos. 8 and 10, South Street s. s. No. 45, Line, s. s., No. 37, South Street, s. s. Nos. 39 and 49, Meeting south Line, No. 478 Charlotte Street, No. 17, Elizabeth, e. s., between Cedar Court and Charlotte, Reid Street n. s., between Meeting and railroad, (3) Spring, n. s., between Rutledge and Ashley, (4) Chalmers Street, between Church and Meeting, Limehouse Street between Tradd and Water, Wentworth Street, s. s. from East Bay west (4), Spring n. s. between King and St. Philip, Spring Street n. s. between St. Philip and Coming, Ashley Avenue, w. s., from Spring Street north, Calhoun Street East Bay to Middle, Thomas Street, e. s., from Warren to Van-

derhorst, Reid Street, n. s., from railroad to Meeting (3), Nassau Street, Pitt Street (5), Meeting Street at McAlister's Stables, Broad Street s. s. west Orange.

PIPE DRAINS.

The following pipe drains have been cleaned or repaired :
Society east King, corner St. Philip and Rodgers' Alley, Cromwell's Alley, Liberty Street, Lucas, Friend, King south Liberty, King north Sheppard, Smith south Beau-fain, corner Nassau and Line, King north Sheppard, 188 Warren, Thomas corner Vanderhorst, Thomas, between Vanderhorst and Warren, corner King and Ann, King south Huger, corner Cannon and Rutledge, Ashley Avenue north Calhoun, King south Huger, Ashley Avenue north Palmetto, Meeting north Spring, Amherst east America, Ashley north Doughty, King south Huger, Ashley north Bee, Ashley north Cannon, Ashley north Mill, King north Columbus, corner Tradd and Chisolm, Coming Street, Market east East Bay, Market west King, Calhoun, three places, corner Anson and Market, Montague between Coming and Pitt, Montague between Rutledge and Smith, Montague east Ashley, Thomas north Warren, west Bay, north Chapel, Bay between Colum-bus and Amherst, Kirkland Lane, corner Hanover and South, State south Cumberland, Market east East Bay, Ann Street, Beauvain opposite St. Philip, Haywood's Court, Line east Meeting, Faber Street, King near Mary, Nassau corner Line, Smith north Radcliffe, Drake north Amherst, Radcliffe between Coming and St. Philip, King between Mary and Ann, corner Burns Lane and Meeting, Mary opposite Nas-sau, Sansonci west King, Accommodation Wharf, Cedar Court, Charlotte east Meeting, Charlotte west Elizabeth, No. 19 Smith Street, corner Calhoun and Rutledge, corner Rut-ledge and Sheppard, Charlotte east Elizabeth, Charlotte between Alexander and Elizabeth, No. 8 Line Street, corner Market and Anson, corner Mary and King.

BRICK DRAINS.

Brick drains were repaired or cleaned on the following streets : Wentworth east Meeting, corner Tradd and Legare, George east Coming, George east King, Laurens east Anson, Queen Street, corner George and St. Philip, Horlbeck's Alley, Church south Tradd, Beaufain west Archdale, Pinckney east Maiden Lane, Clifford, Wentworth west Coming, Beaufain between Ashley Avenue and Rutledge, Philadelphia, Church south Chalmers, Wall south Calhoun, Beaufain between Rutledge and Smith, George east St. Philip, Stoll's Alley, Smith north Vanderhorst, Laurens east Wall, Society east Meeting, corner Smith and Warren, Weims Court, Lamboll Street, King north Broad, Beaufain opposite Wilson, Calhoun east Meeting, Archdale north Princess, Wentworth east Meeting, Meeting north John, Spring corner Rutledge, Society near Anson, Spring east King, Church south Tradd, Queen west King, Queen east Mazyck, Coming west St. Philip, King south Lamboll, corner King and Lamboll, Radcliffe west Smith, corner Chalmers and Church, Tradd west Friend, Church north Broad, Anson south Society, Society west Meeting, King opposite Society, Society east Meeting, King north George, Wentworth east Pitt, Market west Meeting, Society east Anson, Spring east Rose Lane, Spring corner President, King between Broad and Tradd, corner Middle and Minority, Queen west Church, corner Church and Market, Pinckney between Anson and Mott's Lane, Pinckney between Maiden Lane and Meeting, Wentworth west Glebe, George west King, King north Market, Princess west King, Broad between Orange and Tradd, Market between King and Meeting, Vendue Range, Queen between Logan and Broad, Queen east Church, Friend between Broad and Tradd, Hasell west Anson, corner Radcliffe and Smith, corner Warren and Smith, Chalmers east Meeting, Mott's Lane north Pinckney, King south Lamboll, Wentworth between Pitt and Smith, Pinckney east Maiden Lane, Burns Lane east King, King south Clifford, Beaufain between Pitt and Wilson.

BRICK PAVEMENTS.

Brick pavements have been repaired of following streets : Cannon east President, Broad west Friend, King south Mary, Laurens east Anson, Green near St. Philip, East Bay south Elliott, Archdale Street, Meeting corner Line, Tradd west Legare, Mary east Elizabeth, Nassau north Cooper, Calhoun west Meeting, Queen between King and Friend, Warren corner Thomas, Washington corner Charlotte, King north Columbus, Laurens corner Wall, Spring east King, East Bay north Inspection, Wentworth west East Bay, State north Broad, corner Tradd and Orange, Coming north Queen, Ashley south Bee, King south America, King north Vanderhorst, Lamboll east Legare, Wentworth east Meeting, Lamboll between Legare and King, Market between Archdale and King, King north Columbus, Spring corner King, Tradd west Meeting, State south Queen, Magazine east Logan, No. 37 Church, East Bay north Market, Calhoun west Anson, George east Coming, Queen west Church, Beaufain east Rutledge, East Bay south Broad, Queen east Meeting, corner Wentworth and East Bay, State south Cumberland, Radcliffe east Rutledge, East Bay south Broad, Broad east Franklin, Meeting north John, Liberty Street, King between Broad and Queen, corner Queen and Meeting, Drake north Reid, Church north Battery, Montague west Rutledge, west side New Street, northwest corner Church and Chalmers, southwest corner East Bay and Calhoun, Society west Anson, northeast corner Spring and St. Philip, George west St. Philip, southeast corner Church and Market, Drake south Blake, corner Ann and Elizabeth, Ann between Elizabeth and Meeting, Judith east Elizabeth, Coming north Spring, Spring west Coming, Archdale south Beaufain, Archdale south West, John west Elizabeth, Church south Atlantic, corner Charlotte and Meeting, Broad between Friend and Logan, Elizabeth north John, corner Broad and Logan, north side Ashmead Court, King north Reid, King south Calhoun, Calhoun opposite Elizabeth.

WOOD CURBING.

A considerable quantity of wood curbing has been put in following streets: North side Cooper north side Blake east of Drake, west side Drake north of Blake, Nassau Street, south side Columbus corner Nassau, north side Mary, Calhoun west Lucas, west side Lucas corner Calhoun, Rutledge Avenue between Broad and Tradd, West Street, both sides, north side Guignard, President south Doughty, Linguard Street, north side, Doughty west of President, President north Doughty, north and south sides Duncan Street, south side Radcliffe between Smith and Rutledge, south side Warren west of Smith, east side Smith between Radcliffe and Morris, both sides Marion, Morris between Rutledge and Smith, Jasper Court, north and south sides Nunan Street, east and west sides Rutledge north of Line, Sires Alley, Coming between Bogard and Line, Coming between Line and Bogard, west side Nassau between Line and Sheppard, Nassau between Reid and Amherst, Islington Court, Gadsden Street, Ashley Avenue south Broad, Reid between Drake and Bay, east side Drake from Reid to South, Drake from Reid to Chapel, Hayward's Court, north side Mary between Spring and Ashton, Norman Street, Ashton Street, both sides, Kracke Street, both sides Buford Court, north side Henrietta Street, Trapman Street, Short Street.

FILLING.

The following streets and sidewalks have received filling during the year: Ashton Street, Kracke Street, Rutledge Avenue between Broad and Tradd, Savage Street, West Street, Guignard Street, Linguard Street, Magazine Street, east end Calhoun Street, Concord Street, Lucas Street, west end Calhoun Street, Elizabeth Street, Rodgers' Alley, Palmetto Street, Tradd Street, west end, Warren Street, America Street, Inspection Street, Alexander Street, John Street, College Street, Cooper Street, Blake Street, Drake

Street, Nassau Street, President Street, Doughty Street, Duncan Street, Radcliffe Street, Nunan Street, South Street, Coming street.

PLANK ROADS.

Considerable repairs have been made on the following plank roads during the year : Concord Street, Wharf Street, Pinckney Street, and Columbus Street.

WOODEN CROSSINGS.

Wood crossings have been put at the following street intersections : Hanover corner Sheppard, Cooper corner Aiken, Columbus corner Nassau, Calhoun corner Lucas, Smith corner Rutledge, Duncan corner Pitt, Cannon corner Islington, Bull corner Ashley Avenue, Montague corner Ashley Avenue, Gadsden corner Bull, Gadsden corner Montague, Charlotte corner Washington, Coming corner Bogard, Line corner Coming, Radcliffe corner Smith, Radcliffe corner Doughty, Radcliffe corner Jasper's Court, Bogard corner Rutledge, Radcliffe corner Thomas, Warren corner Thomas, Cannon corner Smith, Radcliffe corner Jasper's Court, Felix corner Cannon, Bogard corner Coming, Drake corner Bay, Reid corner Hanover, South corner Nassau, Reid corner Drake, Reid corner Bay, South corner Drake, John corner Elizabeth, Aiken corner Columbus, Chapel corner Elizabeth, Ashley Avenue corner Bogard.

FLAGSTONE SIDEWALKS.

Flagstone sidewalks on the following streets have received repairs during the year : Sheppard corner Meeting, Meeting north of Queen, west side Meeting south of Line, south side Market west of Meeting, Chapel corner Warren, Tradd corner Legare, Anson north George, west side King north of Broad, Queen corner Mazyck, Spring corner President, King north of Wentworth, King north Hudson, east side Anson south of Hayne, Rutledge south of Calhoun, East Battery south of Atlantic, northwest corner Meeting and

Wentworth, northwest corner Calhoun and Rutledge, west side King north of Calhoun, north side Wentworth east of Coming, west side Church north Water, west side State north of Queen, northwest corner George and King, Radcliffe corner Smith, Wentworth east of King, corner King and Hudson, corner King and Wentworth, King south of Wentworth, corner Drake and Amherst, No. 420 King, corner East Bay and Broad, east side East Bay south of Queen, Rutledge between Montague and Calhoun, west side King south of Morris, south side Morris west of St. Philip, east and west side Anson north of Society, west side East Bay north of Queen, south side Bull east of Ashley, No. 11 Church, north side Cannon between St. Philip and King, southeast corner Broad and Orange, corner Atlantic and Church, Nos. 137, 138, 42 and 57½ Wentworth Street, Hayne between Church and Meeting, northwest corner Radcliffe and Coming, east side King north of Hasell, south side Bogard east of Rutledge, north side Spring between St. Philip and King, south side Hasell east of Meeting, northwest corner King and Calhoun, west side Meeting north of Market, Spring between St. Philip and Coming, west side Pitt No. 69, north Meeting south of Mary, Meeting north of Market, northeast corner Marsh and Vernon, north side Radcliffe west of Coming, Market west of Meeting, south side Nassau between South and Mary, King opposite Society, Nassau south Mary, west side King, No. 547.

GRANITE BLOCK ROADWAYS.

Repairs to granite block roadways were made on the following streets : Corner Beaufain and Archdale, corner Queen and Archdale, Laurens near Anson, Anson Street near Wentworth Street, Meeting Street near Wentworth, corner Bennet and Rutledge, corner Alexander and Charlotte, George between King and Meeting, corner King and Tradd, Anson near George, King near Society, King near Tradd, Meeting near Chalmers, Meeting north of Hudson, Water

Street near Church, Market Street near Anson, King north and south of Queen, Spring east of King, Anson south of George, Alexander north of Chapel, Bay near Chapel, Woolfe west of railroad, Meeting near Atlantic, Beaufain west of Archdale, East Bay south of Queen, East Bay south of Broad, corner King and Market, Market near King, corner King and Queen, corner King and John, King between Cannon and Spring, corner John and Meeting 3 places, East Bay near Broad, Anson between Laurens and Wentworth, East Bay south of Broad, Middle south of Calhoun, East Bay south of Cumberland, State Street, Calhoun east of Anson, State south of Chalmers, King south of Burns Lane, Rutledge north of Beaufain 4 places, Meeting opposite Chalmers, Meeting near Ladson, King south of Wentworth, Pinckney Street, Meeting near Spring, Meeting between Calhoun and George, corner Legare and Lamboll, Middle near Minority, corner Broad and Church, Consumers' Ice Co., Anson Street, King near Guard House, Pinckney near Mott's Lane, corner Anson and Market, King below Calhoun, Broad west of Friend, King between Hasell and Wentworth, Queen west of King, corner King and Vanderhorst, Meeting by Courtenay School, Meeting near Henrietta, corner Amherst and America, Meeting by Cameron & Barkley Co., Spring between Philadelphia and Coming, Market near Archdale, Liberty and King, Anson south Laurens, East Bay near Inspection, Meeting opposite Hayne, Meeting near Battery, Nos. 115 and 116 Legare Street, Beaufain near St. Philip, Legare near Tradd, Spring near President, King near Tradd, Spring near Rose Lane, Spring between Ashley and President, Rutledge between Cannon and Spring, Middle between Calhoun and Minority, King between Broad and Tradd, 2 places, King near Tradd, Calhoun near Smith, 3 places, King near Line, Rutledge near Cannon, corner State and Market, corner Hasell and Anson, King south of George, Rutledge near Doughthy, East Bay north of Broad, Meeting north of Broad, Washington near

Calhoun, Rutledge near Spring, King opposite Radcliffe, King opposite Reid, Meeting south of Mary, Vendue Range, Queen east of Church, corner Meeting and Charlotte, Queen near Church, Meeting north of Henrietta, Market east of Meeting.

COBBLE STONE ROADWAYS.

Repairs were made during the year to cobble stone roadways in the following streets : Society near King, corner Meeting and Woolfe, Calhoun east of Rutledge, Rutledge north of Bull, Society north of East Bay, Hayne Street, Beaufain north of Archdale, Pinckney Street near Maiden Lane, corner Market and Church, Horlbeck's Alley, George west of Anson, Pinckney between Meeting and Anson, Society between Meeting and Anson, George between Meeting and Coming, Exchange Street, corner Queen and Legare, Alexander north of Calhoun, Rutledge Avenue north of Broad, Beaufain Street near Archdale, Calhoun east of Meeting, Chalmers Street, Church Street between Market and Cumberland, Society east of Meeting, corner Anson and Market, Concord Street south of Laurens, Meeting north of Henrietta, Amherst Street, Hanover Street, Spring north of Rutledge, Accommodation Wharf, Church near Market, Queen west of King, Orphanage, Sisters of Mercy, Calhoun Street, corner Spring and Coming, Faber Street, Magazine Street, King above Line, Wolfe near railroad, Hayne east of Meeting, corner Spring and Ashley, Spring west of President, Craft School, Central Wharf, Queen between Friend and Logan, corner Woolfe and King, Cumberland Street, Anson by Brewery, corner Meeting and Ann, corner Hayward Court and Alexander, Queen near Meeting, Tradd west of Meeting, Wentworth near Meeting, George between King and St. Philip, Wentworth west of King, Lodge Alley, Meeting south of Mary, Prioleau Street, Atlantic Wharves, Calhoun west of King.

CEMENT GRAVEL ROADS.

Considerable repairs were made of following cement gravel roads during the year : Cannon Street, Coming Street, St. Philip Street, Lucas Street, Columbus Street, Line Street, Archdale Street, Calhoun Street, Queen Street, St. Michael's Alley, Morris Street, Ladson Street, Liberty Street, Rutledge Avenue.

GRANITE BLOCK GATEWAYS.

Granite block gateways have been laid in following streets : Middle Street, Warren Street, Pinckney near East Bay, Meeting near Wentworth, Bull Street, No. 10 Exchange Street, City Ice Co., Market Street, Consumers' Ice Co., Anson Street, Germania Brewery. Anson Street, corner George and St. Philip, corner Calhoun and East Bay, No. 15 Wentworth Street.

MEETING STREET SHELL ROAD.

To keep this road in repair it was necessary to use 24,459 bushels of oyster shells, which, together with the labor of hauling, distributing and spreading the same, made the cost of maintenance \$1,272.⁸⁷/₁₀₀.

In conclusion, I append a statement from Mr. Jervey, Superintendent of Scavenger Department, of the work done during the year, which speaks for itself.

Very respectfully yours,

J. B. KECKELEY,
Superintendent of Streets.

REPORT OF SUPERINTENDENT OF CITY SCAVENGER DEPARTMENT.

Mr. J. B. KECKELEY, Superintendent of Streets :

Dear Sir—I respectfully submit the following work done by this department for the year ending December the 31st, 1900:

	Loads Hauled.
Garbage.....	41,081
Sweepings.....	5,992
Sand Filling.....	8,051
Bricks out.....	226
Bricks in.....	302
Débris.....	2,574
Curbing.....	11
Flags.....	61
Paving Blocks.....	13
Cinders.....	1,744
Pipes.....	305
Gravel.....	496
Miscellaneous.....	6,351
Shells.....	443
Cobbles.....	21
Jute.....	1,299
Paper.....	4,706
Sawdust.....	284
Dead Animals.....	5
Grass Cuttings.....	934
Pavers Cart.....	2,575
Total.....	75,404

I cannot close this report without thanking Messrs. T. S. McCarrel and C. H. Wilson for the efficient and zealous manner in which they have assisted me in carrying out this work.

Respectfully submitted.

J. D. JERVEY,
Supt. City Scavenger Department.

REPORT OF HEALTH OFFICER FOR 1900.

City of Charleston, S. C.

Department of Health, January, 1, 1901.

To the Honorable the Mayor and Aldermen:

Gentlemen—I have the honor to submit my annual report concerning the table of vital statistics and meteorological observations, with such proceedings of this department as have been undertaken for the benefit of this department, and the general benefit of the city for the year 1900. It will be seen by examining the mortuary tables which accompany this report, that there has been in the year 1900 a decrease of deaths, as compared with the year 1899.

There were 77 more deaths in 1899 than in 1900. There were 526 white deaths in the year 1899; 484 white deaths in the year 1900. 1,277 colored deaths in the year 1899; 1,242 colored deaths in the year 1900.

We commenced our annual report in 1899 by calling attention to the mortality arising from typhoid fever.

While the aggregate of the deaths from typhoid fever was not very large in 1899, nor very large in 1900, the number of deaths indicate a considerable number of cases of sickness, and as typhoid fever is considered and regarded as a preventable disease, it is a matter of importance to make inquiry as to its preventability in the city of Charleston.

Typhoid fever prevailed extensively over a considerable area of territory of the United States during the year 1900, and there was a very marked drought, a very limited rainfall over a very considerable extent of territory.

Now, as typhoid fever is due to polluted water, it is a matter of supreme necessity and obligation that there should be a supply of pure and wholesome water during the whole year. This should be independent of the rainfall, and should be so furnished that there should be entire freedom from pollution.

While we have singled out typhoid fever as due to a polluted water supply, we must not be forgetful or non-recognizant of the fact that other diseases are produced and are aggravated by an unwholesome water supply. In fact, we regard it as a matter of supreme necessity to the health and welfare of this community, and one may say of any aggregation of human beings, that there should be a constant, unfailing source of unpolluted, wholesome, potable water.

Our very existence in a state of well-being is dependent upon good water.

The very well-being and consequent prosperity of our community is at stake in the issues involved in our supply of water. We are largely dependent, in Charleston, on cistern water for our daily wants, and during the year the water from these cisterns is constantly being examined by Dr. R. Wilson, Jr., the City Bacteriologist. During the past year over 36 per cent. out of 404 cisterns examined were found polluted with faecal infiltration, and over 53 per cent. of the wells have been found polluted. The artesian water, coming from the public city hydrants, has been found free from pollution. This supply from the artesian wells of the city is inadequate to the daily present needs of the city.

What, then, is the present, all-important factor in considering the well-being and future health of Charleston?

From our standpoint as the Health Officer of Charleston, we must call to your attention for immediate and urgent consideration, as our official requirements by ordinance demand, to urge upon you the necessity for the immediate procurement of a constant, abundant supply of wholesome water.

We have been called upon to give our opinion as to the qualities of the Edisto River water. We have expressed our opinion of its suitability for municipal purposes, and freedom from any disturbing factor as militating against the health of this community. We know not of any pollution, and the water has been examined chemically and bacteriologically.

We have recommended thorough filtration in case of accidental pollution, which may occur in any water supply, as we believe that all public supplies of water should be filtered, and we believe our very existence as a healthy community demands that this supply of water from the Edisto River, as recommended, should be afforded, and we urge upon your Honorable Body the necessity for prompt and continuous effort in this direction. We have afforded you statistical records in the past, showing the immediate response for healthy betterment where public works for sanitary improvement have been supplied.

The scientific works teem with these statements, and it is a certainly recognized fact. It is surely time for us to condemn the receptacles known as cisterns. They are generally built under ground, and are constantly being polluted by the filtration of water that has been in contact with our privy vaults. The cistern, the well and the privy vault should all be, as soon as possible, swept away, and replaced by an abundant water supply and a properly constructed sewerage system. We have recommended to you, from year to year, procedures as to the health of Charleston. We consider the matter of a water supply and a sewerage system paramount to all other considerations affecting the public health, and urge that the right of way be given to this all-important necessity, and that it be given precedence over all other matter requiring your consideration for the welfare and well-being of the city of Charleston.

CONSUMPTION.

This widespread and all-pervading disease is probably at this period engaging the attention of all guardians of public health to a far greater degree than any other malady. It is a disease confined to no one locality. It is prevalent in the Arctic Circle, and under the Southern Cross. Wherever mankind can live, there can the tuberculosis bacillus thrive. There

are a few localities where there seems to be a comparative immunity—certain high hills in Mexico, as at Zacatacas, and in New Mexico and Colorado, and the Engadine, but in almost every place where teeming millions live, there the tubercle bacillus finds a congenial and ever-present source for its propagation. So, with such an organic cause naturally where the harvest is ever ready, the keen anxiety of guardians of the general health of municipalities is engaged to limit the spread of consumption. During the past twenty years great advance has been made in the knowledge of consumption, and greater and greater publicity has been given to scientific methods for its limitation—popular information signifying that the disease is propagated by the bacillus tuberculosis, has been spread through countless channels, and that the all-pervading, all-compelling necessity exists for the destruction or thorough disinfection of the sputa of the diseased subject.

Every person affected with this disease becomes a burden on the bread-winners of a household, and a long and expensive fight is at once put in motion. Few survive, and many perish, and every tuberculous patient is a menace to every member of a household. So infinitely small and minute is this bacillus, that when dried it floats in the air as the mote floats in the sunbeam. It is taken into the lungs as the air is inhaled, and it is absolutely imperceptible. Is it not therefore, natural and proper that a ceaseless combat should be carried out with so insidious a foe? Every household should realize that every member who has tuberculosis is a menace to every other member of the home circle. The remedy is at hand. Destroy the sputa, and do it at once.

The tubercle bacillus is one seven-thousandth of an inch in length; in breadth, one hundred and twenty-five thousandth of an inch. It varies somewhat, but the above is an average statement of the dimensions of this infinitely small parasite.

Let us see what is the harvest in Charleston for one year of the tubercle bacillus:

There were deaths from consumption—22 whites, 126 black and colored; marasmus—4 whites, 54 black and colored; tuberculosis—18 whites, 68 black and colored. Total—whites, 44; black and colored, 248.

Two hundred and ninety-two deaths due to the great white plague and its allied diseases.

One death in every six of the deaths in Charleston due to one cause.

There were more deaths among the white race from the tubercle bacillus than there were from typhoid fever, diphtheria and scarlet fever.

There were more deaths among the colored race from the tubercle bacillus than from diphtheria, scarlet fever, typhoid fever, cancer and kidney diseases; and this tubercle bacillus is a specific, well known form of bacterial species. Is it not time to push all our energies towards its destruction? One of the most important public acts should be to forbid the entry or admission of a tuberculosis patient into the public wards of any public or private hospital. Provision should be made by every municipal government for a separate ward for all such cases. Outside of the requirements of the Christian dispensation for us to succor the poor and the needy, it is a necessity for our own protection in limiting the spread of a dangerous malady.

We submit a circular issued by this department January 1, 1895, for the guidance of all interested in this crusade against consumption:

INFORMATION FOR CONSUMPTIVES AND THOSE LIVING WITH THEM.

Department of Health,
Charleston, S. C., January 1, 1895.

Consumption is a disease which can be taken from others, and is not simply caused by colds. A cold may make it easier to take the disease. It is usually caused by germs which enter

the body with the air breathed. The matter which consumptives cough or spit up contains these germs in great numbers—frequently millions are discharged in a single day. This matter, spit upon the floor, wall or elsewhere, is apt to dry, become pulverized, and float in the air as dust. The dust contains the germs, and thus they enter the body with the air breathed. The breath of a consumptive does not contain the germs, and will not produce the disease. A well person catches the disease from a consumptive only by in some way taking in the matter coughed up by the consumptive.

Consumption can often be cured if its nature is recognized early, and proper means are taken for its treatment. In a majority of cases it is not a fatal disease.

It is not dangerous for other persons to live with a consumptive if the matter coughed up by the consumptive is at once destroyed. This matter should not be spit upon the floor, carpet, stove, wall or street, or anywhere except into a cup kept for that purpose. The cup should contain water, so that the matter may not dry, and should be emptied into the closet at least twice a day, and carefully washed with hot water. Great care should be taken by a consumptive that his hands, face and clothing do not become soiled with the matter coughed up. If they do become soiled, they should be at once washed with hot soap and water. When consumptives are away from home the matter coughed up may be received on cloths, which should be at once burned on returning home. If handkerchiefs are used (worthless cloths which can be burned are far better) they should be boiled in water by themselves before being washed.

It is better for a consumptive to sleep alone, and his bed clothing and personal clothing should be boiled and washed separately from the clothing belonging to other people.

Whenever a person is thought to be suffering from consumption, the name and address should be sent at once to the Health Department, on a postal card, with a statement of this fact.

Frequently a person suffering from consumption may not only do his usual work without giving the disease to others, but may also get well if the matter coughed up is properly destroyed.

Rooms that have been occupied by consumptives should be thoroughly cleaned, scrubbed, whitewashed, painted or papered before they are again occupied. Carpets, rugs, bedding, etc., from rooms which have been occupied by consumptives should be disinfected. The Health Department should be notified when they will be sent for, disinfected and returned to the owner free of charge; or, if he so desires, they will be destroyed.

By order of the Board of Health.

	T. R. MCGAHAN,
H. B. HORLBECK, M. D.,	Chairman.
Health Officer.	

ABATTOIR.

As good and wholesome water is an essential to the well-being of a community, so good and wholesome food is of primordial requirement. We have again and again recommended, as a first step in this direction, the erecting and furnishing a modern abattoir by City Council. The superficial observer little realizes what this means. To the uninitiated meat is meat, whether it be filled with tuberculous germs or other dangerous denizens. There should be built a modern abattoir with abundant water supply as a first requisite and with this surely should be had a supply—a constant supply—of ice. Ice chambers into which all meats of all kinds could be placed and stored. In a climate such as obtains in Charleston for more than six months of the year such methods are imperative. In Germany there are hundreds of these abattoirs. In every municipality, in every land, they should be built, owned and governed by the health authorities. With better food, there would come better

health. Then would result stronger men and stronger women. Good meat should not be a luxury for the rich. With a competent veterinary surgeon in charge of such an institution, all meats which are unsound or unfit for consumption would be eliminated.

YELLOW FEVER.

There has not been a case of yellow fever in Charleston in 1900.

There has not been a case of yellow fever in Charleston since 1876.

What a God's blessing. With the exception of a few sporadic cases, there has not been yellow fever in the United States in 1900. This is surely a matter for congratulation. No shotgun quarantines. No guards. No sanitary officials watching every passenger, male and female, and demanding their business and voyagings, where from, and where to. We are not disposed to be disquisitorial. Quarantines of all kinds are the opprobria of active modern commercial life. Let us enlighten ourselves as to the causes of diseases; study them, learn their specific origin, and their life's limitations, and then these barbarous practices will give way to methods based on knowledge and specific information.

QUARANTINE AT FORT JOHNSON QUARANTINE STATION.

There has not been a case of contagious disease at the Fort Johnson Quarantine Station during the year 1900. The station is kept in readiness night and day, every day, to carry out any procedures which may be required. The plant is in a good condition for effective work.

Dr. R. Lebby, Quarantine Officer, together with the employees, have been attentive, and have fulfilled all requirements. The station is in immediate control of a committee of the Board of Health, consisting of Hall T. McGee, Chair-

man; Messrs. A. S. Smith and W. P. Carrington, and Dr. C. W. Kollock, and Dr. H. B. Horlbeck, Secretary. This committee visits the station from time to time, and takes such action as may be necessary.

There have been 100 arrivals at the Fort Johnson Quarantine Station during the year 1900: Steamships, 85; barks, 4; schooners, 9; tugs, 2.

These vessels came from the following places: Africa, 1; Chili, 3; Coastwise, 10; Germany, 26; Great Britain, 5; Honduras, 6; Italy, 4; Mexico, 2; Portugal, 12; South America, 3; Spain, 12; West Indies, 16.

Total arrivals in 1900, 100; 1899, 125; 1898, 174; 1897, 127; 1896, 121.

SANITARY INSPECTORS.

The Board of Health elect in January every year four officials, known as Sanitary Inspectors. The duties of these men are to visit fifty premises daily; to report at this office every day in person at 12 o'clock, and make a written report over their own signatures of the nuisances they find during the preceding twenty-four hours.

The report must be accompanied by a statement of the fifty places visited, with the signature of the person in charge of the premises they have visited. These officers are intelligent, and fulfill their duties as required.

For Health District No. 1, Gilman Courtenay; No. 2, A. W. Mitchell; No. 3, Mike Hogan; No. 4, D. P. Johnstone.

DISINFECTION.

There is an active distribution of disinfectants for six or seven months in the year.

A solution of copperas is sent through the streets, and applied to all places requiring deodorizing. All parties applying for the same are supplied. Further, there is given to

any one who wants it, a supply of chlorate of lime, and quick lime is distributed wherever needed.

All articles in any house where there has been a case of contagious disease (clothing, bedding, hangings, etc.) are sent at the termination of the case to the steam disinfecting cylinder, situated at the City Hospital, in connection with their laundry.

Mr. Nipson, Health Detective, has charge of these proceedings, and is faithful and untiring in his work.

The following disinfectants were used in 1900:

Copperas solution distributed, 76,100; lime delivered to persons, 39,428; three hogsheads chloride of lime; fumigated houses, white, 229; fumigated houses, black and colored, 15; clothing burned, 15; bedding steamed, from places, 60; disinfectants to paupers, white, 150; disinfectants to paupers, colored, 40.

SCAVENGERING.

The removal of the garbage from the city of Charleston is carried out by the Street Department, and the carts, and horses and drivers are absolutely under the care and control of the Street Department. This is a most excellent plan, and assures a good and efficient service. All the garbage, as a rule, is out of the streets by midday, 12 o'clock, and the carts are made use of by the city for the city work after midday. It is efficient, and it is very economical.

The service is under the immediate management of Captain J. D. Jervcy, Superintendent of Carts, and Mr. Tom McCarrell, Assistant Superintendent.

The following is a statement of the loads hauled during the year 1901:

January, 2,645; February, 2,402; March, 3,501; April, 3,024; May, 3,717; June, 3,477; July, 4,431; August, 4,652; September, 4,143; October, 3,657; November, 3,679; December, 3,413. Total in 1900, 41,061; 1899, 42,704; 1898, 38,172; 1897, 38,007.

NIGHT SOIL.

It was to be hoped that ere this day the noisome and filthy vault would no longer be the most constant and offensive nuisance that belonged to the city of Charleston. But it is here, and will remain until a system of sewerage is built. We have the city from Broad Street south sewered with the Shone system. It works very satisfactorily, and it is most important that the entire city should have this system, or an equally good one, built for the convenience and comfort of its inhabitants.

The two greatest requirements that Charleston stands in absolute need of are an abundant supply of good water and a sewerage system. We cannot undertake a sewerage system without a full supply of water. The odors from our vaults are at times in the summer simply unbearable. This evil, bad as it is, does not compare with the evil effects of 10,000 privy vaults polluting our soil, and poisoning our cisterns and wells. The paramount issue in every American city is the water supply. It must be so, and a city can never expect, in this age, to compete for advanced prosperity that does not afford its citizens this entirely absolute necessity. To the thoughtless and the careless citizen water that has been good enough for their forbears is good enough for them. But this water is not as it was; our soil has been saturated, and we can no longer afford to use man's first necessity as we have it in Charleston. With a good water supply, and a sewerage system, there should be no bar to our advanced and increasing prosperity.

CITY DISPENSARY SERVICE.

The city is divided into six Dispensary Districts. To each one of these districts is assigned a City Dispensary Physician. These physicians attend the indigent sick of the city. They may be called on at night as well as in the day, and they

must attend all calls of the poor, white and colored. It is a broad charity, on broad lines, and the city is to be congratulated on the good and faithful work that is done. These young men, elected by City Council, are the future medical advisers of the people of Charleston. The service gives them the experience so necessary for the wise care of the inhabitants of the city.

The assignments for the year 1900 have been as follows:

Health District No. 1, Dr. H. P. Jackson; Health District No. 2, Dr. Henry Horlbeck; Health District No. 3, Dr. T. M. Scharloock; Health District No. 4, Dr. H. W. DeSaussure; Health District No. 5, Dr. J. P. Galvin; Health District No. 6, Dr. J. L. Wilson.

There were 32,969 patients treated during the year 1900—whites, 5,349; blacks, 27,620. There were 32,087 patients treated during the year 1899—whites, 6,745; blacks and colored, 25,342. There were 30,090 patients treated during the year 1898—whites, 6,739; blacks and colored, 23,351.

CITY DISPENSARY DRUGGISTS.

To each one of the City Dispensaries there is appointed a City Dispensary Druggist, elected by the Board of Health each year. Each one of the druggists has his apothecary shop in the district to which he is assigned, and they are required to compound and furnish whatever prescriptions may be sent to them by the City Dispensary Physicians, night or day, white or black. The work is well done, and there are but few complaints.

A committee of the Board of Health, consisting, during 1900, of Dr. C. P. Aimar, Chairman; and Messrs. McGee and Carrington, have these matters under their jurisdiction, and give all necessary attention to what may be necessary for the benefit of the indigent sick.

There were the following prescriptions furnished during 1900:

Health District No. 1, Messrs. A. O. Barbot & Son, 7,960; Health District No. 2, Dr. Joshua Lockwood, 8,483; Health District No. 3, J. L. Wilson & Brother, 7,279; Health District No. 4, F. M. Smith, 9,564; Health District No. 5, Walter Speissegger, 7,504; Health District No. 6, W. H. Zeigler, 6,954.

CITY BACTERIOLOGIST.

It was a wise movement when the City Council of Charleston gave permission to the Board of Health of Charleston to employ a Bacteriologist to assist them in preserving the health of the city. Dr. Robert Wilson, Jr., has been chosen by the Board, and the choice has been fully justified. We beg to append with this report the report of Dr. Wilson. It will be seen that Dr. Wilson has been untiring in his work. We have great pleasure in attesting to the value of his services.

Mr. J. Faber Porcher serves the department as Clerk to the Health Officer. He has been faithful and efficient; his duties have been well performed.

FINANCIAL.

Whole amount appropriated for general expenses,	
Bacteriologist and supplies, etc., (including	
\$2,000 for Quarantine).....	\$20,900 00
Amount expended.	20,321 15
	<hr/>
Balance unexpended (to income account).....	\$ 578 85

H. B. HORLBECK, M. D.,
Health Officer.

REPORT OF DR. R. WILSON, JR.,
BACTERIOLOGIST.

Charleston, S. C., January 1, 1901.

Dr. H. B. Horlbeck, Health Officer:

Dear Sir—I beg to submit my annual report of the work accomplished by the Bacteriological Laboratory of the Department of Health.

The past year has been the busiest known since the office has been in operation. This was chiefly owing to the wide prevalence of typhoid fever, which occasioned a great increase in the number of examinations of water and blood; 420 samples of cistern water from 404 cisterns, and 48 samples of well water have been examined. Among these were the cisterns furnishing water to all the public and private schools and colleges.

Of the cisterns 146, or 36.13 per cent., and of the wells 26, or 53.13 per cent., have shown evidences of pollution.

Forty-one samples of artesian water have been examined. Of these 14 were taken from faucets in private residences; 1 from the Shepard Street reservoir, and 26 from the street hydrants, located as follows: Tradd Street near Meeting; Queen Street near Philadelphia; corner Spring Street and Ashley Avenue; corner Norman and Ashton Streets; corner Cannon and Coming Streets; corner Coming and Vanderhorst Streets; Coming Street, opposite George; corner Wentworth and Meeting Streets, north and south pumps. Five times evidences of pollution were found. In each such case the examination was at once repeated, and at the same time examinations were made of water from neighboring faucets. The results failed to indicate a general pollution of this supply, further justifying the opinion formerly advanced, that the artesian water cannot be held accountable for the typhoid fever among us. This conclusion still receives indirect sup-

port, from the fact that a great number of those who contracted typhoid fever during the past year used cistern or well water exclusively. On the other hand, very many who used artesian water for drinking, continued to use cistern water for other purposes, such as cleaning teeth, washing fruit, etc. Although recent investigations seem to clearly indicate that flies may often serve as carriers of typhoid bacilli, it is believed upon evidence, that it would be difficult to refute, that water is the principal medium of infection. The large number of cisterns showing indubitable evidence of pollution points to this supply as mainly, if not solely, responsible for the spread of typhoid fever in our midst. The practice of storing our chief supply of drinking water in reservoirs, which are often cracked and leaking, buried in the soil side by side by privies and dry wells, is a survival of the dark ages of sanitary science, which the more exact knowledge and superior enlightenment of the present day cannot too strongly condemn nor too speedily correct.

Nine hundred and fifty examinations of blood have been made for the diagnosis of typhoid fever. In 219 cases the examination was repeated, leaving 821 separate cases investigated, of which 450 gave positive results. Thirty-eight specimens of blood for the diagnosis of malarial fever; 222 specimens of sputum, for the diagnosis of tuberculosis, 17 specimens of milk, 53 specimens for the diagnosis of diphtheria, 7 tumors and 27 miscellaneous specimens of pus, urine, etc., were also examined. The examinations of milk were made chiefly for the purpose of determining if any of the cases of typhoid fever could be traced to this source. No evidence, however, was found to warrant the condemnation of any dairy. One sample was examined for the presence of tubercle bacilli. The detection of tubercle bacilli in milk, however, is extremely difficult, and the results uncertain. The only sure method of determining the existence of tuberculosis in cattle, in the absence of manifest physical signs, is by means of tuberculin injections, and such examinations

should be made periodically of all cattle which furnish milk for our market. It is impossible to over-estimate the importance of directing systematic efforts against all the various sources of tubercular infection, since this disease has been computed to cause four and a half times as many deaths as typhoid fever, smallpox, diphtheria and scarlet fever combined. We have continued in our efforts to increase the capacity and efficiency of the laboratory by enlarging the equipment as far as our means allowed. We are still however, in need of some appliances which I trust we shall be able to obtain in the near future.

Respectfully submitted.

ROBERT WILSON, Jr., M. D.,
Bacteriologist to Board of Health.

MORTUARY STATISTICS.

REPORT OF THE NUMBER OF DEATHS IN THE CITY OF CHARLESTON FOR EACH MONTH, FOR THE YEAR 1900.

WHITES.

CAUSES OF DEATH	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Abscess.....	...	1	...	...	...	...	...	1	...	...	...	...	2
Adenitis.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Alcoholism.....	1	1	...	...	...	1	1	...	2	...	...	...	6
Anæmia.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Aneurism Aorta.....	1	...	...	...	...	1	...	...	...	...	...	...	2
Angina Pectoris.....	1	...	1	...	1	...	...	...	...	...	...	...	3
Apoplexy.....	...	3	...	8	1	...	...	1	3	3	1	1	16
Appendicitis.....	1	...	...	...	...	1	1	...	...	1	2	...	6
Asthenia.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Asthma.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Bowels, Inflammation of.....	...	...	...	1	...	...	...	1	...	...	...	...	2
Brain, Congestion.....	1	...	...	...	1	...	...	...	...	...	...	...	3
Brain Embolism.....	...	...	...	...	...	...	...	...	1	...	...	...	1
Brain, Hemorrhage.....	1	...	...	...	...	...	1	...	...	...	...	...	2
Bronchitis.....	...	...	...	1	...	...	...	1	...	1	2	...	5
Bronchitis, Capillary.....	1	1	1	1	1	...	...	...	...	...	1	...	6
Cachexia Chthonophagia.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Cancer.....	...	...	...	...	...	...	...	1	...	...	2	...	3
Cancer, Breast.....	...	...	...	...	...	...	1	...	...	...	1	...	2
Cancer, Liver.....	1	...	1	...	...	...	...	1	...	...	...	...	3
Cancer, Stomach.....	...	1	...	...	...	...	...	1	...	1	...	...	3
Cancer, Tongue.....	...	...	...	...	1	...	...	...	...	...	...	...	1
Cancer, Uteri.....	...	...	...	1	...	...	1	...	...	...	8	...	5
Cellulitis.....	...	...	...	...	...	...	...	...	...	1	1	...	2
Cholæmia.....	...	1	...	...	...	...	...	...	...	...	...	...	1
Cholera Infantum.....	...	...	...	3	1	...	1	...	...	...	...	...	5
Cholera Morbus.....	...	...	...	2	...	...	...	...	...	1	...	...	3
Colitis.....	...	...	...	...	...	...	...	3	...	...	...	...	3
Consumption.....	3	...	3	3	1	1	3	...	3	3	...	2	22
Convulsions.....	...	1	1	...	...	...	1	...	...	...	...	...	3
Convulsions, Puerperal.....	...	1	...	...	...	...	...	...	...	...	...	...	1
Croup, Membranous.....	...	...	...	...	...	...	...	...	...	2	...	...	2
Debility.....	...	...	1	1	1	...	...	...	...	1	...	...	4
Dentition.....	1	...	1	1	...	...	1	...	...	...	...	...	4
Diabetes.....	...	...	...	2	...	...	...	...	...	...	...	...	2
Diarrhoea.....	...	...	...	...	...	...	1	...	...	...	...	...	1
Diphtheria.....	...	...	...	...	...	...	...	1	...	...	2	1	4
Dysentery.....	1	...	...	...	...	...	2	...	...	1	...	...	4
Eczema.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Elephantiasis Græcorum.....	...	...	...	...	...	1	...	...	...	...	...	...	1

DEATHS IN THE CITY OF CHARLESTON—Continued.

WHITES.													
CAUSES OF DEATH	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Embolism.....			1							1			2
Enteritis.....		1			1			1	1		1	1	6
Enterocolitis.....				2	3	2	2	2	3	1	3	1	19
Epithelioma.....											1		1
Erysipelas.....					1								1
Fever, Continued.....						1		1					2
Fever, Malarial.....	1	1		1				2	1	1	2		9
Fever, Puerperal.....											1		1
Fever, Remittent.....							2						2
Fever, Scarlet.....				1	1								2
Fever, Typhoid.....		1				5	2	12	7	2	1	1	31
Fracture, Femur.....											1		1
Gangrene.....												1	1
Gastritis.....			1				1	3	1		1	1	8
Gastro Enteritis.....					2					2	2		6
Goitre.....									1				1
Heart, Disease of.....	1	6	5	1		2	2	2	2	3		3	27
Hemorrhage.....				1									1
Hernia.....											1	2	3
Hydrocele.....								1					1
Insanity.....						1							1
Insolation.....								2					2
Intestinal Obstruction.....		1						1					2
Intestinal Perforation.....					1								1
Intussusception.....			1										1
Jaundice.....										3			3
Kidney, Bright's Disease of.....	2	2	1	1	1	1		1			2		11
Kidney, Cirrhosis of.....											1		1
Kidney, Inflammation of.....	2	2	5	5	2	2	6	2	1	6	3	3	39
Kidney, Sarcoma.....					1								1
LaGrippe.....	2	5	8	2	2						1	2	22
Laryngismus Stridulous.....												1	1
Laryngitis.....				1							1		2
Liver, Cirrhosis of.....		1		1	1	1							4
Liver, Inflammation of.....			1	1		1					1		4
Lung, Congestion of.....	1	3	1										5
Lung, Oedema.....	1												1
Lymphadenoma.....		1											1
Marasmus.....					2			1	1				4
Measles.....		1											1
Meningitis.....		1						1					2

DEATHS IN THE CITY OF CHARLESTON—Continued.

WHITES.

CAUSES OF DEATH	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Meningitis, Cerebro Sp	1	1											2
Neurasthenia.....							1						1
Neuritis						1							1
Oesopagus Stricture								1					2
Old Age	2	2	1		2	1		1	2		4		15
Paralysis	1	2	1	1	1	3	2	1		3	1	1	17
Parturition.....				1	1								2
Peritonitis.....	1	1				1				1		2	6
Pleurisy								1					1
Pneumonia.....		6	6	1		1				1	1		16
Prostatitis.....	1									1			2
Pyrelitis						1							1
Rheumatism.....								1	1		1	1	4
Sarcoma.....							1						1
Septicæmia.....			1					1				1	3
Septicæmia, Puerperal						1							1
Stricture, Urethra				1				1					2
Stomatitis										1			1
Tetanus										1			1
Traumatism.			1										1
Trismus Nascentium.....					2	1				2			5
Tuberculosis.....	2	2	1		2	1	1	4	3			1	18
Tumor, Abdominal				1									1
Tumor, Brain.....								1		1			2
Tumor, Ovarian						1							1
Uræmia					1					1			2
Whooping Cough.....		1			1								2
TOTALS.....	31	47	45	29	49	37	32	56	35	41	45	37	484

DEATHS IN THE CITY OF CHARLESTON—Continued.

BLACKS AND COLORED.

CAUSES OF DEATH.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Abscess.....	1	...	...	...	...	...	...	1	...	...	...	...	2
Adenitis.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Albuminuria.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Alcoholism.....	...	...	...	...	...	...	...	1	...	...	...	...	1
Appendicitis.....	1	2	...	2	...	...	...	1	...	...	1	2	9
Apoplexy.....	3	3	4	2	2	...	3	2	5	4	1	1	30
Arterio Sclerosis.....	1	1	...	...	...	...	1	1	...	...	1	1	6
Asthma.....	1	...	...	...	...	...	2	...	...	...	...	...	3
Atelectasis.....	...	...	...	...	...	...	...	...	2	...	...	...	2
Atheroma.....	...	...	...	...	...	...	...	...	...	1	...	...	1
Brain, Abscess.....	...	...	...	...	1	...	1	...	...	...	...	...	2
“ Compression.....	...	...	...	...	...	1	...	...	...	...	...	...	1
“ Congestion.....	2	...	...	...	...	1	...	...	1	...	1	...	5
“ Embolism.....	...	...	...	...	...	...	...	...	...	...	1	...	1
“ Hemorrhage.....	...	...	1	...	...	1	...	1	...	...	...	1	4
“ Inflammation.....	...	...	...	...	...	...	...	1	1	...	...	...	2
Bronchitis.....	1	...	5	1	...	...	1	1	1	1	1	...	12
“ Capillary.....	1	2	...	...	...	...	...	...	...	...	...	...	3
Cancer.....	1	...	2	...	...	...	1	...	...	...	...	...	4
“ Mammary.....	...	...	...	...	...	...	...	...	...	...	1	...	1
“ Stomach.....	1	1	1	...	...	...	...	1	...	...	...	...	4
“ Uteri.....	1	...	...	1	...	...	1	1	...	...	1	...	5
Catarrh.....	...	...	...	...	...	...	...	2	...	...	...	...	2
Cellulitis.....	...	...	...	...	1	...	...	...	...	...	...	1	2
Cholera Infantum.....	1	2	...	1	2	3	3	2	1	2	1	1	19
Cholera Morbus.....	...	...	...	2	2	...	...	1	1	...	...	...	6
Consumption.....	14	7	15	14	14	7	11	9	12	11	6	6	128
Convulsions.....	2	3	2	1	2	1	2	1	1	3	6	3	27
Convulsions, Puerperal.....	2	...	...	...	...	1	...	...	...	1	1	...	5
Debility.....	...	...	...	...	...	...	...	2	...	2	...	...	4
Dentition.....	1	...	...	...	1	1	1	3	1	...	...	...	8
Diarrhoea.....	...	...	...	...	5	3	4	3	4	3	...	1	23
Diphtheria.....	...	...	...	...	...	...	1	...	...	2	1	...	5
Dropsy.....	1	...	...	1	...	...	...	...	...	1	...	...	3
Dysentery.....	1	...	...	...	2	4	1	2	2	1	1	...	14
Embolism.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Endocarditis.....	...	1	...	1	...	...	1	1	2	1	1	...	8
Entero Colitis.....	1	2	3	...	2	6	2	7	3	6	7	3	42
Enteritis.....	1	1	1	3	1	7	3	3	2	4	5	2	35
Epilepsy.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Erysipelas.....	...	...	...	1	...	...	...	1	...	...	...	...	2
Fever, Gastric.....	...	...	...	...	...	...	...	...	...	...	...	...	...
“ Malarial.....	1	1	...	...	...	1	2	5	2	6	4	2	24
Fever, Puerperal.....	...	...	...	...	...	...	...	2	1	1	...	...	4

DEATHS IN THE CITY OF CHARLESTON—Continued.

BLACKS AND COLORED.

CAUSES OF DEATH.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Fever, Remittent.....											1		1
“ Typhoid		2	1	1	4	6	12	4	3	5	2		40
Gangrene		1		1	1		1						4
Gastritis	1		1	2	2	1		2		1			10
Gastro Enteritis.....	1		3	1	2	6	3	1	2	2	1		22
Heart, disease of.....	6	6	5	2	4	6	2	4	5	6	8	6	60
Hemorrhage										1			1
Hemorrhage, Umbilical.....			1										1
Hernia.....	1		1		1			1					4
Hydrocephalus.....							1		1				2
Ileo Colitis.....				2									2
Insanity						1					1		2
Insolation.....							3						3
Intestinal Obstruction.....						1		1	2				4
Jaundice		1				1							2
Kidney, Bright's Disease of.....	2	1	4	4	3	6	3	2	5	2	2		34
“ Cirrhosis of.....					1			1					2
“ Inflammation of.....	19	7	13	14	7	9	9	15	4	9	11	15	132
LaGrippe	4	3	14	9	6				1				37
Laryngitis								1		2			3
Liver, Cirrhosis of.....	1	1											2
Liver, Congestion of.....					1								1
Liver, Inflammation of.....							1		1		1		3
Lungs, Congestion of.....	1	4								2	1		8
Marasmus	4	1	3	2	8	5	5	6	6	8	2	4	54
Mastitis.....						1							1
Meningitis.....	2		1	1			1	1					6
Meningitis, Spinal.....											1		1
Meningitis, Cerebro Spinal..		1		2	2				1				6
Neurasthenia.....							1				1		2
Old Age.....	2	4	2	3	1	1	1	3	1	3	4	3	28
Paralysis	2	3		1	2	5	3	5	1	1			23
Parturition.....				1	1	1				1			4
Pericarditis.....			1					1					2
Peritonitis.....				2							1		3
Pleurisy.....											1		1
Pneumonia.....	14	12	9	11	5	1	2	4	2	3	4	11	78
Pneumonia, Broncho.....			5	1	2								8
Poison.....							1						1
Potts Disease.....				1			1						2
Prostatitis.....			1										1
Pyæmia.....							1						1
Rheumatism.....													
Rickets.....	1												1

DEATHS IN THE CITY OF CHARLESTON—Continued.

BLACKS AND COLORED.

CAUSES OF DEATH.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Sarcoma.....										1			1
Septicæmia.....				1	1	1	1						4
Structure Urethra.....			1		1	1			1	1			5
Syphilis.....	1	1	4	1	2		2	1		1	1		14
Tabes, Mesenterica.....	1												1
Tetanus.....								1			1		2
Tetanus, Traumatia.....											1		1
Tonsilitis.....								1					1
Trismus Nascentium.....	2	2	5	8	6	5	9	5	2	10	5	7	65
Tuberculosis	3	5	2	4	7	6	7	6	3	5	13	7	68
Tumor.....								1		1	1		3
Tumor, Abdominal.....				1									1
Tumor, Uteri.....				1			1		1				3
Ulcer.....				1		1						1	3
Uræmia.....									2				2
Unknown.....											1		1
Whooping Cough.....	1		1			1							3
Totals.....	96	85	105	109	103	100	112	126	90	113	111	93	1242

ACCIDENTS, PREMATURES AND STILL-BORNS.

WHITES	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Accidents.....	1	1	...	1	1	...	...	1	...	...	2	...	7
Burn.....	...	3	...	...	...	...	...	...	...	...	...	...	3
Homicide.....	...	...	...	1	...	...	1	...	1	...	...	1	4
Suicide.....	...	...	...	...	...	...	...	...	...	...	1	1	2
Undeveloped.....	2	...	1	...	2	1	...	...	...	2	1	3	12
Drowned.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Total.....	3	4	1	2	3	2	1	1	1	2	4	5	29
BLACK AND COLORED.													
Accidents.....	1	...	1	1	1	...	1	...	3	2	...	...	10
Burn.....	2	...	1	2	...	...	...	...	...	...	1	1	7
Cyanosis.....	...	...	...	...	1	...	...	...	...	...	...	...	1
Homicide.....	...	...	2	1	1	1	3	...	2	2	2	...	14
Suicide.....	...	...	...	...	...	...	1	...	...	...	...	...	1
Undeveloped.....	3	3	8	2	3	3	3	7	7	6	10	3	58
Hanged.....	2	...	...	...	...	...	...	...	...	...	...	...	2
Drowned.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Total.....	8	3	12	6	5	5	8	8	12	10	13	4	94

STILL-BORN.

White.....	...	3	2	...	1	2	2	4	3	1	2	3	23
Black and Colored.....	13	9	10	13	12	10	13	17	7	21	13	12	150
Total.....	13	12	12	13	13	12	15	21	10	22	15	15	173

PREMATURE BIRTHS.

White.....	...	2	1	1	...	...	...	1	...	...	...	...	5
Black and Colored.....	1	2	...	1	2	2	4	1	1	2	7	...	23
Total.....	1	4	1	2	2	2	4	2	1	2	7	...	28

MARRIAGES.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
White.....	28	22	8	29	5	22	18	9	13	24	28	14	220
Black and Colored.....	33	20	29	35	18	27	26	28	24	29	30	33	332
Total.....	61	42	37	64	23	49	44	37	37	53	58	47	552

BIRTHS.

White	29	17	31	31	25	21	23	29	28	31	27	24	316
Colored and Black	48	62	42	62	45	59	74	75	77	74	86	53	757
Total	77	79	78	93	70	80	97	104	105	105	113	77	1078

TWINS.

White .....	..	..	..	3	..	..	..	..	..	..	1	3	7
Colored and Black .....	..	1	..	..	..	2	..	2	1	1	2	1	10
Total.....	..	1	..	3	..	2	..	2	1	1	3	4	17

NUMBER OF DEATHS, WITH AGES IN EACH MONTH, FOR THE
YEAR 1900.

WHITES.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Under 1 year.....	2	6	8	5	17	5	1	10	2	6	8	5	75
From 1 to 5 years...	1	5	2	4	.....	1	3	4	3	2	4	3	32
" 5 " 10 years...	.....	.....	1	.....	2	.....	.....	1	.....	.....	2	.....	6
" 10 " 20 years...	1	1	2	1	1	4	.....	6	3	4	1	1	25
" 20 " 30 years...	6	4	6	3	3	5	6	10	9	.....	4	4	60
" 30 " 40 years...	1	3	2	.....	3	2	4	6	2	2	4	3	32
" 40 " 50 years...	5	4	3	4	4	1	2	5	3	8	4	5	48
" 50 " 60 years...	7	8	6	4	6	8	5	5	3	5	4	3	64
" 60 " 70 years...	3	6	10	7	5	8	7	6	4	5	7	7	75
" 70 " 80 years...	4	7	3	1	3	2	4	2	5	6	4	5	46
" 80 " 90 years...	1	2	2	.....	5	1	.....	1	1	3	3	1	20
" 90 " 100 years...	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 100 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	31	47	45	29	49	37	32	56	35	41	45	37	484

BLACK AND COLORED.

	12	19	21	22	32	17	31	25	13	26	18	18	254
Under 1 year.....	12	14	12	9	6	14	14	13	12	21	15	12	154
From 1 to 5 years...	1	1	4	2	3	3	4	4	2	1	6	1	32
" 5 " 10 years...	9	5	4	10	10	8	7	10	11	10	13	3	100
" 10 " 20 years...	12	9	14	18	13	18	18	15	11	10	13	9	160
" 20 " 30 years...	14	8	17	17	13	17	10	21	8	13	14	17	169
" 30 " 40 years...	15	4	10	11	10	8	14	8	8	10	16	13	127
" 40 " 50 years...	10	11	11	9	7	8	3	17	17	10	5	11	119
" 50 " 60 years...	5	8	10	5	4	2	7	6	4	6	6	4	67
" 60 " 70 years...	3	4	1	6	2	4	3	5	3	5	2	2	40
" 70 " 80 years...	1	.....	1	.....	2	1	1	1	.....	.....	2	2	11
" 80 " 90 years...	1	2	.....	.....	1	.....	.....	1	1	.....	.....	.....	6
" 90 " 100 years...	1	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	3
Over 100 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	96	85	105	109	103	100	112	126	90	113	111	92	1242
Grand Total.....	127	132	150	138	152	137	144	182	125	154	156	129	1726

NUMBER OF DEATHS IN EACH WARD IN EACH MONTH.

WHITES.

WARDS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
No. 1 .....	....	1	1	....	....	1	....	3	3	1	1	1	13
No. 2	4	4	1	1	4	3	2	2	1	....	1	3	25
No. 3	3	....	5	2	3	3	2	9	3	2	5	1	38
No. 4	2	2	4	2	4	1	....	5	4	2	5	2	33
No. 5	3	4	3	....	4	1	1	1	2	0	0	6	42
No. 6 .....	....	4	4	5	3	3	1	4	3	3	1	1	32
No. 7 .....	....	7	3	3	6	1	4	4	2	2	3	3	38
No. 8	8	11	0	6	10	12	8	17	10	8	10	8	114
No. 9	4	8	7	5	7	3	4	5	3	5	7	7	65
No. 10 .....	....	2	5	1	2	2	4	2	1	2	2	4	27
No. 11	5	3	6	3	4	3	5	3	3	0	1	2	43
No. 12	2	1	....	1	2	4	1	1	1	1	1	....	15
Total	81	47	45	29	49	37	32	56	35	41	45	37	484

COLORED AND BLACK.

No. 1	6	8	4	4	4	3	7	7	4	4	2	3	56
No. 2	2	3	3	2	....	6	3	2	....	2	1	3	27
No. 3	2	2	4	3	3	5	4	4	7	7	5	3	49
No. 4	2	6	9	7	7	7	9	11	6	7	10	4	85
No. 5	5	6	9	9	8	2	9	10	4	16	5	4	87
No. 6	2	2	4	4	8	9	5	5	4	4	2	4	53
No. 7	9	8	10	7	6	12	6	7	5	8	6	8	92
No. 8	26	18	21	24	26	18	19	27	16	17	20	20	252
No. 9	14	7	11	8	6	4	6	12	12	10	17	9	116
No. 10	8	2	4	5	9	7	6	3	6	9	7	5	71
No. 11	12	11	10	18	9	14	22	21	10	12	20	19	178
No. 12	8	12	16	18	17	13	16	17	16	17	16	10	176
Total	96	85	105	109	103	100	112	126	90	113	111	92	1242
Grand Total	127	132	150	138	152	137	144	182	125	154	156	129	1726

TABLE SHOWING THE TOTAL NUMBER OF CASES TREATED AND OF DEATHS IN THE CITY HOSPITAL AND HEALTH DISTRICTS DURING EACH QUARTER, 1900.

CASES TREATED	WHITES.					BLACK AND COLORED.					Grand Total in all Cases.
	Quarter Ending—					Quarter Ending—					
	March 31.	June 30.	September 30.	December 31.	Totals in the Year.	March 31.	June 30.	September 30.	December 31.	Totals in the Year.	
City Hospital.....	107	98	158	99	462	218	228	194	178	818	1271
Health District No. 1.....	211	191	218	187	807	1069	1088	1016	860	3933	4786
Health District No. 2.....	41	128	179	131	479	816	918	1120	961	3815	4294
Health District No. 3.....	99	98	67	64	328	977	786	700	546	2991	3319
Health District No. 4.....	33	31	29	17	110	835	1087	1059	830	3760	3870
Health District No. 5.....	800	616	508	1113	3037	2064	1213	1806	2504	9607	11151
Health District No. 6.....	193	129	114	97	533	1514	1309	1242	952	5017	5550
Totals.....	1544	1289	1266	1708	5807	7453	6506	6639	7835	28423	34240
DEATHS.											
City Hospital.....	6	11	27	14	58	45	46	43	37	171	229
Health District No. 1.....	0	3	1	1	5	19	18	24	16	77	82
Health District No. 2.....	0	1	0	0	1	12	14	19	14	59	60
Health District No. 3.....	1	1	0	2	4	21	12	13	24	70	74
Health District No. 4.....	0	0	1	0	1	13	28	24	18	78	79
Health District No. 5.....	4	4	4	4	16	10	21	24	29	84	96
Health District No. 6.....	0	1	1	0	2	18	32	34	38	122	124
Totals.....	11	21	34	21	86	138	166	181	176	661	744

**NUMBER OF DEATHS IN EACH MONTH, WITH PLACE OF NATIVITY,
FOR THE YEAR 1900.**

WHITES.													
NATIVES OF	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
City of Charleston.....	15	24	30	14	23	21	12	29	17	26	28	21	260
South Carolina.....	8	7	8	10	10	8	7	12	9	3	7	5	94
Alabama.....	...	...	...	...	...	...	...	...	1	...	...	...	1
Connecticut.....	2	...	...	...	...	...	1	...	...	...	...	...	3
Georgia.....	...	1	1	...	2	...	2	...	1	...	...	1	8
Louisiana.....	...	...	...	...	...	...	...	...	...	...	...	1	1
Maryland.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Massachusetts.....	...	...	...	...	1	...	...	1	...	...	...	1	3
New York.....	...	1	...	1	1	1	1	2	...	...	2	...	9
North Carolina.....	...	1	1	...	...	1	...	1	...	...	1	...	6
Pennsylvania.....	...	...	1	1	...	...	...	...	...	...	...	...	2
Tennessee.....	...	...	...	...	...	...	...	...	...	1	...	...	1
Virginia.....	...	1	...	1	...	...	...	...	...	...	...	...	2
Wisconsin.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Canada.....	...	...	...	...	1	...	...	1	...	...	...	...	2
Denmark.....	...	...	...	...	...	...	...	...	...	1	...	...	1
England.....	1	...	...	...	...	...	...	...	...	...	1	...	2
France.....	...	1	...	1	1	...	...	...	...	...	1	1	5
Germany.....	2	2	1	...	4	3	3	4	3	4	2	3	31
Ireland.....	2	7	2	...	5	2	5	4	1	3	2	4	37
Norway.....	...	...	...	...	...	...	1	...	...	1	...	...	2
Russia.....	...	...	...	...	1	...	...	...	...	...	...	...	1
Scotland.....	...	2	...	...	...	...	...	...	...	1	1	...	4
Spain.....	...	...	...	...	...	...	...	...	1	...	...	...	1
Sweden.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Unknown.....	...	...	1	...	...	...	...	2	2	1	...	...	6
Total.....	31	47	45	29	49	37	32	56	35	41	45	37	484

NUMBER OF DEATHS IN EACH MONTH, WITH PLACE OF NATIVITY,
FOR THE YEAR 1900.

BLACK AND COLORED.

NATIVES OF	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Charleston.....	62	60	64	61	64	49	75	78	59	73	72	59	776
South Carolina.....	28	23	39	43	28	43	31	45	26	35	39	26	406
Alabama.....					1							1	2
Florida.....	1							1	1			1	4
Georgia.....	2	1			1	2			1	1		2	10
Kentucky.....								1					1
Maryland.....					1								1
Mississippi.....				1									1
New York.....			1						1				2
North Carolina.....				1		2	2						5
Tennessee.....									1				1
Texas.....			1										1
Virginia.....		1				2	1		1	1			6
Unknown.....				3	8	1	3	1		3		3	25
At Sea.....						1							1
	96	85	105	109	103	100	112	126	90	113	111	92	1242
Grand Total.....	127	132	150	138	152	137	144	182	125	154	156	129	1726

TOTAL MORTALITY, 1900.

SEX IN EACH MONTH.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
White, male.....	19	19	23	14	24	19	18	22	20	26	22	20	246
" female.....	12	28	22	15	25	18	14	34	15	15	23	17	238
Totals.....	31	47	45	29	49	37	32	56	35	41	45	37	484
Black & Colored, male	46	40	48	52	47	49	56	61	44	58	59	47	607
" " female	50	45	57	57	56	51	56	65	46	55	52	45	635
Totals.....	96	85	105	109	103	100	112	126	90	113	111	92	1242
Grand Totals.....	127	132	150	138	152	137	144	182	125	154	156	129	1726

U. S. Census 1900 population.....55,807

Total white and Colored1 in 32

Ratio per 1000 White & Colored.....30.90

COMPARATIVE MORTALITY

YEARS.	WHITES.			BLACK AND COLORED.		
	POPULATION.	NUMBER OF DEATHS.	PROPORTION OF DEATHS.	POPULATION.	NUMBER OF DEATHS.	PROPORTION OF DEATHS.
1899.....	28,870	526	1 in 54	36,295	1,277	1 in 36
1898.....	28,870	491	1 in 58	36,295	1,258	1 in 38
1897.....	28,870	447	1 in 64	36,295	1,143	1 in 31
1896.....	28,870	531	1 in 55	36,295	1,348	1 in 26
1895.....	28,870	540	1 in 53	36,295	1,297	1 in 28
1894.....	28,870	479	1 in 60	36,295	1,300	1 in 27
1893.....	28,870	535	1 in 53	36,295	1,284	1 in 28
1892.....	28,870	586	1 in 49	36,295	1,317	1 in 27
1891.....	28,870	558	1 in 52	36,295	1,371	1 in 28
1890.....	28,870	511	1 in 56	36,295	1,310	1 in 26
1889.....	27,605	516	1 in 52	32,540	1,481	1 in 23
1888.....	27,605	419	1 in 56	32,540	1,375	1 in 23
1887.....	27,605	549	1 in 50	32,540	1,316	1 in 24
1886.....	27,605	571	1 in 48	32,540	1,596	1 in 20
1885.....	27,605	487	1 in 56	32,540	1,250	1 in 26
1884.....	27,605	592	1 in 42	32,540	1,315	1 in 22
1883.....	27,605	540	1 in 46	32,540	1,286	1 in 28
1882.....	25,000	584	1 in 45	27,286	1,172	1 in 23
1881.....	22,713	651	1 in 34	27,286	1,292	1 in 21
1880.....	22,713	500	1 in 45	27,286	1,121	1 in 24
1879.....	22,713	517	1 in 43	27,286	1,075	1 in 25
1878.....	22,713	514	1 in 43	27,286	1,125	1 in 24
1877.....	24,528	555	1 in 44	32,012	1,258	1 in 25
1876.....	24,528	668	1 in 36	32,012	1,348	1 in 23
1875.....	24,528	624	1 in 39	32,012	1,240	1 in 25
1874.....	24,000	718	1 in 33	26,000	1,230	1 in 21
1873.....	22,145	507	1 in 43	26,811	1,009	1 in 26
1872.....	22,145	521	1 in 40	26,811	1,036	1 in 25
1871.....	22,145	714	1 in 31	26,811	966	1 in 28
1870.....	22,145	539	1 in 41	26,811	1,075	1 in 24
1869.....	20,353	453	1 in 44	24,570	918	1 in 26

YEARS.	WHITE.	BLACK AND COL'D	TOTAL
1899.....	18.21	35.19	27.66
1898.....	16.97	34.13	26.82
1897.....	15.52	31.49	24.89
1896.....	18.04	37.14	28.68
1895.....	18.70	35.45	28.18
1894.....	18.68	35.81	27.29
1893.....	18.53	35.87	27.91
1892.....	20.29	36.28	29.20
1891.....	19.15	37.77	30.06
1890.....	17.70	36.93	27.94
1889.....	19.05	43.66	30.79
1888.....	18.78	42.25	30.87
1887.....	19.52	40.40	31.00
1886.....	20.65	49.01	36.03
1885.....	17.64	38.49	28.88
1884.....	23.68	44.63	34.55
1883.....	21.60	47.18	34.92
1882.....	23.33	42.91	33.11
1881.....	28.66	47.13	38.08
1880.....	22.01	40.43	32.44
1879.....	20.68	43.59	27.92
1878.....	20.95	35.14	28.95
1877.....	22.66	30.29	32.05

Ratio per thousand in the year.

LONGEVITY, 1900.

WHITES.

<i>Names.</i>	<i>Date of Death.</i>	<i>Age</i>
Thomas L. Ogier.....	January 21.....	89
John C. Thomas.....	February 23.....	83
Lewis Jervey.....	" 9.....	80
Miss F. Bernard.....	" 28.....	98
Mrs. Mary R. Culbert.....	March 22.....	81
Mrs. Anna M. G. Farr.....	" 26.....	82
Mrs. Hettie C. Frank.....	May 21.....	87
May T. Barry.....	" 18.....	96
Mrs. Bridget Hegney.....	" 6.....	84
Mrs. Annie Roberts.....	" 28.....	88
Mrs. Anna M. Stephenson.....	" 10.....	80
Mrs. Johannah Meyers.....	June 11.....	86
Mrs. Doretta Nolte.....	August 20.....	85
W. L. Sorg.....	September 11.....	81
Luke Brennan.....	October 7.....	84
Ellen M. Leitch.....	" 7.....	85
Mrs. Catherine J. Dawson.....	" 4.....	80
Mrs. Eliza M. Rhett.....	November 20.....	82
Edwin Welling.....	" 22.....	84
E. R. Cowperthwait.....	" 12.....	88
Louis DuBos.....	December 30.....	86

COLORED AND BLACK.

Cyrus Moultrie.....	January 19.....	99
Flora Deas.....	" 4.....	87
Susan Hazel.....	" 8.....	108
Forrest Gibbs.....	February 3.....	97
Nancy Hazzard.....	" 12.....	99
Joseph Vanderhorst.....	March 31.....	84
Jane Beamer.....	April 6.....	80
Rebecca Jackson.....	May 22.....	90
James Pinckney.....	" 15.....	88
Dan Crookshanks.....	" 8.....	96
Lydia Shann.....	June 6.....	81
Peter J. Conyers.....	July 6.....	82
Robert Evans.....	" 27.....	88

Catherine Fields.....	.....August 21.....	80
P. Jefferson.....	....." 21.....	108
Cyrus Hawkins.....	.....September 28.....	80
Nellie Middleton.....	....." 24.....	100
Peter Simons.....	.....October 30.....	80
Charlotte Williams.....	....." 7.....	95
Margaret W. LeBet.....	.....November 2.....	86
Dafney Mathis.....	....." 6.....	106
Claudia Smyth.....	....." 30.....	85
Francis Johnson.....	.....December 3.....	81
Emma Davis.....	....." 28.....	80

INTERMENTS

Interments were made within the City limits during the year 1900, at the following burial grounds :

WHITES	January	February	March	April	May	June	July	August	September	October	November	December	Total
Bethel Church yard	1	..	..	..	1	1	1	1	..	..	..	..	5
Circular Church yard .....	..	..	..	..	..	1	..	1	..	1	..	..	2
First Baptist Church yard .....	..	2	2	..	..	1	..	..	..	..	..	..	1
First Presbyterian Church yard .....	..	..	..	..	..	..	..	..	..	..	..	..	4
Second Presbyterian Church yard	1	1	..	2	..	..	1	1	..	..	1	1	7
K. K. B. E. Cemetery, Hanover St..	..	..	..	..	1	..	..	..	..	..	..	..	1
Seaman's Church yard	1	..	1	..	..	..	..	1	..	..	..	..	3
St. John's Chapel Church yard	1	4	5	2	3	2	1	5	2	3	4	1	33
St. John's Lutheran Church yard	1	1	..	..	1	..	..	..	..	..	..	..	2
St. Mary's Church yard .....	..	..	1	..	..	..	..	..	..	..	..	..	1
St. Paul's Church yard .....	..	..	..	..	..	2	..	..	1	..	1	..	4
St. Michael's Church yard .....	..	..	..	..	..	..	..	..	1	..	..	..	1
St. Philip's Church yard	1	1	..	..	..	..	..	..	1	..	..	..	3
Unitarian Church yard .....	..	1	..	..	..	..	..	..	..	..	..	..	1
Pres. Ch. yard, Archdale & West..	..	..	..	..	..	..	..	..	..	1	..	..	1
St. Peter's Church yard .....	..	..	..	..	..	..	..	..	..	1	..	..	1
TOTALS	4	10	8	5	6	6	3	9	5	5	7	2	70

COLORED AND BLACKS.	January	February	March	April	May	June	July	August	September	October	November	December	Total
Bethsheba	8	6	9	5	7	6	5	3	3	7	12	7	78
Brown Fellowship .....	..	1	..	..	1	2	..	1	1	1	..	..	7
Calvary, Episcopal	1	2	2	..	2	2	..	8	..	1	8	..	16
Colored Catholic .....	..	..	1	..	..	1	..	..	..	..	1	..	3
Colored Lutheran	6	8	9	7	7	8	9	7	5	4	9	11	90
Colored Scotch	2	2	3	2	8	2	1	6	4	3	1	4	33
Ephrat .....	..	..	1	2	..	..	..	1	..	..	1	..	5
Field of Rest .....	..	1	1	3	7	3	11	6	5	15	12	5	69
McPhelia	1	..	..	..	..	..	..	1	..	..	1	..	3
Wysinger Farm or Brandts .....	..	..	..	..	..	2	1	3	1	1	1	2	11
Col. Bethel .....	..	1	2	..	1	..	..	3	1	1	..	2	11
Rhetts Farm .....	..	..	..	1	..	8	..	..	..	..	..	..	4
TOTALS	18	21	28	20	28	29	27	34	20	33	41	31	330

PUBLIC	January	February	March	April	May	June	July	August	September	October	November	December	Total
Whites	1	..	..	..	1	3	..	2	2	3	..	..	12
Colored and Blacks	27	30	34	36	30	31	45	28	29	32	35	20	367
TOTALS	28	30	34	36	30	32	48	28	31	34	35	20	379

SEMI-ANNUAL REPORT OF WHITE SURGICAL WARDS OF CITY HOSPITAL FROM OCTOBER 1, 1899 TO APRIL 1, 1900.

Diseases.	Remaining Oct. 1.			Gain for six Months.			Total			Treated.			Discharged.			Died.			Remaining April 1st.		
	M.	F.	C.F.C.	M.	F.	C.F.C.	M.	F.	C.F.C.	M.	F.	C.F.C.	M.	F.	C.F.C.	M.	F.	C.F.C.	M.	F.	C.F.C.
Ulcer.....	3	2	1	2	2	1	1	5	4	1	2										
Lipoma.....	1			1			1	1													
Abscess.....	2			1			3	1													
Simple Fracture.....	1			2			3	6													
Pregnancy.....	1			5			1														
Lacerated Perineum.....	1						1														
Hydrocele.....	1						1														
Inguinal Hernia.....	1						1														
Cancer.....				2	1		2	1													
Keratitio.....				1			1														
Pott's Fracture.....				1			1														
Punctured Wound.....				1			1														
Abortion.....				2	4		9	4													
Syphilis.....							2														
Birth.....				2	1		2	1													
Cataract.....							1														
Stone in Bladder.....							1														
Hemorrhoids.....				7			7														
Lacerated Wound.....							1														
Eczema.....							1														
Lacerated Cervix.....							3														
Incised Wound.....				2			1														
Tuberculosis.....				1			1														
Carbuncle.....				1			1														
Ophthalmia.....				1			1														
Basalop.....				2	1		4	3													
Stricture of Rectum.....				2	4		2	3													
Gonorrhea.....							1														
Burn.....				2	4		2	3													
Epistaxis.....				1			1														
Necrosis.....							1														
Symphidynoma.....							1														
Ananorria.....				1			1														
Talipes Varus.....				1			1														
Otitis.....				8			8														
Osteoidoma Pharynx.....				1			1														
Chancroids.....				2			2														
Piles.....				1			1														
Stricture of Urethra.....				1			1														
Total.....	9	5	0	1	58	17	6	9	57	22	6	10	63	21	5	2	1	0	2	0	1

Operations performed on White Surgical patients from Oct. 1, 1899, to April 1, 1900, by and under supervision of Dr. Manning Simons.

1 Six simple fractures set and put in splints.
2 Six pregnant women delivered.

3 Operation for Cancer of face preceded by a Ligation of Common Carotid Artery.
4 Pott's Fracture put up in Plaster Paris.

5 Three Cataract Extractions.
6 Laparotomy for Stone in Bladder by a median Abdominal Incision.
7 Seven Lacerated Wounds sutured and dressed.

8 Repair of a Lacerated Cervix.
9 Three Incised Wounds sutured and dressed.
10 Tuberculous Testicle removed.
11 Carbuncle incised, curetted and dressed.
12 Euclestion of the Eyeball.
13 Operations for two cases of Haselip.

14 Operation for Necrosis of Femur and removal of the Sequestrum.
15 Operation for Talipes Equino-Vamo by Subcutaneous Genotomy.
16 Adenoids curetted from Pharynx.

Respectfully submitted,
J. E. MASSEY, JR., M. D.
MANNING SIMONS, M. D.,
Surgeon in Charge.

	Cases remaining Oct. 1st. 1899.	Cases gained from Oct. 1st. 1899 to April 1st. 1900.	Total cases under treatment for past six months	Cases discharged from October 1st. 1899. to April 1st. 1900.	Deaths from October 1st. 1899 to April 1st. 1900.	Total loss during past six months	Cases remaining April 1st. 1900.
Iritis.....	8	2	6	4	2	6	6
Keratitis.....	1	5	6	6	1	13	1
Fractures.....	2	9	15	9	1	18	1
Hip J. Disease.....	3	2	3	1		1	1
Aneurysm.....	1		2	2		1	
Inclosed wounds.....	2	20	31	22	8	31	1
Syphilis.....	8	29	44	24	11	37	7
Potts Disease.....	1	1	2	2		1	1
Phimosis.....	1	1	2	2		2	
Elephantiasis.....	1		1	1		1	
Pregnancy.....	1	7	8	4		4	
Ob. Contract. of Muscles.....	1		1				
Births.....	1	8	6	8		6	
Necrosis.....		3	3	3		3	
Ulcer.....	2	4	11	5	1	9	2
Contused Wound.....		6	7	6		7	
Buboes.....		2	2	2		2	
Lacerated Cervix.....		1	1	1		1	
Pus Tubes.....		2	2	2		2	
G. S. Wound.....	2	21	26	18	3	24	2
Venereal Warts.....		1	1	1		1	
Gangrene.....		1	2	1		1	
Cataract.....		4	7	4		7	
Sarcoma of Eye.....			1		1	1	
Fibroid of Uterus.....		3	3	3		3	
Abcess.....		1	2	1		2	
Stricture of Urethra.....		2	2	2		2	
Lacerated Wounds.....		6	7	5		5	1
Burns.....		1	5	1		4	
Hernia.....		2	2	1	1	2	
Ovaritis.....		1	1	1		1	
Endometritis.....		1	1	1		1	
Cancer.....		2	4	2		4	
Recto-Vag. Fistula.....		1	1	1		1	
Chaneroids.....		1	2	1		2	
Vaginitis.....		3	3	3		3	
Lipoma.....		1	1	1		1	
Hemorrhoids.....		2	2	2		2	
Epididymitis.....		1	1	1		1	
Retention Urine.....		4	4	3	1	4	
Osteo Myelitis.....		1	1	1		1	
Poisoned Wound.....		1	1	1		1	
Whitlow.....		1	2	1		2	
Otitis Media.....		1	1	1		1	
Sprain.....		1	1	1		1	
Orchitis.....		1	1	1		1	
Ophthalmia Neon.....			1	1		1	
Puerperal Convuls.....		1	1	1		1	
Gastralgia.....		2	2	2		2	
Frost Bite.....		1	1	1		1	
Fistula in Ano.....		1	1	1		1	
Arthritis.....		1	1	1		1	
Keloid.....		1	1	1		1	
Gonorrhoea.....		1	1	1		1	
Urethral Hemorrhage.....		2	2		2	2	
Peritonitis.....			1		1	1	
Trismus Neon.....		1	1				
Total.....	25	189	253	184	75	227	15

OPERATIONS PERFORMED AT CITY HOSPITAL FROM OCTOBER 1ST, 1899 TO APRIL 1ST, 1900.

Incised wounds stitched.....	26	Enucleation of eye.....	2
Bunion curetted.....	1	Fibroid tumor of uterus removed...	3
G. S. W. sealed.....	12	Pus tubes removed; Laparotomy....	1
G. S. W. of knee opened and drain-		Rectal abscess opened.....	1
ed.....	8	Abscess opened.....	1
G. S. W. of Abdomen; Laparotomy..	1	Urethral stricture dilated.....	2
G. S. W. of chest sealed.....	4	Hubo opened.....	1
G. S. W. of Leg—Amputation.....	1	Bassini's operation for hernia.....	1
G. S. W. of foot—Amputation.....	1	Gastro-enterostomy.....	1
G. S. W. of hand; 3 fingers amputa-		Amputation, arm.....	2
ted.....	1	" shoulder joint.....	1
Lacerated wounds stitched.....	3	" hip joint.....	1
Lacerated wound; 3 fingers amputa-		" foot.....	1
ted.....	1	" great toe.....	1
Fractured humerus set.....	4	Ulcer curetted.....	1
Fractured radius and ulna set.....	1	Whitlow opened.....	1
Potts fracture set.....	4	Tarsal bones curetted.....	2
Colles fracture set.....	1	Femoral artery ligated for aneurysm	1
Fracture inferior maxilla set.....	1	Fistulae in ano slit up.....	1
Depressed fracture of skull trephined	2	Exploratory operations for malignig. tu-	
Circumcision.....	3	mor of stomach.....	1
Cataract extracted.....	6		
Sarcoma of eye removed.....	1	Total.....	108

Report of cases treated and operations performed in Colored Surgical Wards at City Hospital, from October 1st 1899, to April 1st 1900.

Respectfully submitted, W. M. GAILLARD, M. D.

MANNING SIMONS, M. D., Surgeon in Charge.

**ANNUAL SUMMARY OF METEOROLOGICAL OBSERVATIONS MADE
BY THE U. S. DEPARTMENT OF AGRICULTURE, WEATHER
BUREAU, AT CHARLESTON, S. C., 1900.**

AIR PRESSURE.

Mean, corrected for temperature, instrumental error and gravity,
8 a. m., 30.06 inches.

Mean, corrected for temperature, instrumental error and gravity,
8 p. m., 30.08 inches.

Mean annual, corrected for temperature, instrumental error and
gravity, 30.04 inches.

Mean, reduced to sea-level, 8 a. m., 30.11 inches.

Mean, reduced to sea-level, 8 p. m., 30.08 inches.

Mean annual, reduced to sea-level, 30.09 inches.

Highest, reduced to sea-level, 30.59 inches, January 5.

Lowest, reduced to sea-level, 29.56 inches, February 24.

Annual range in pressure, 1.03 inches.

The average annual pressure, reduced to sea-level, of Charleston,
S. C., for 30 years, is 30.04 inches. For the months: January, 30.18
inches; February, 30.08; March, 30.08; April, 30.01; May, 29.98; June,
29.99; July, 30.00; August, 29.99; September, 30.02; October, 30.04;
November, 30.09; December, 30.18.

AIR TEMPERATURE.

Mean, 8 a. m., 62.8 degrees.

Mean, 8 p. m., 66.7 degrees.

Mean annual, 66.8 degrees.

The average annual temperature, of Charleston, S. C., for 30 years,
is 66.1 degrees. For the months: January, 49.8 degrees; February,
52.7; March, 57.3; April, 64.8; May, 72.9; June, 79.4; July, 81.9;
August, 81.0; September, 76.4; October, 66.9; November, 58.3;
December, 51.6.

Highest, 90, August 21.

Lowest, 19, February 18.

Annual range in temperature, 80.

Greatest daily range, 32, April 6.

Least daily range, 2, April 19.

Greatest monthly range, 56, in February

Least monthly range, 24, in July.

Mean monthly range, 36.

Mean daily range, 18.

Number of days on which temperatures were above 90: 37 days; in
May, 0 days; June, 3; July, 10; August, 19; September, 5.

The average number of days on which temperatures were above 90, at Charleston, S. C., for 30 years, is 6. For the months: June, 6 days; July, 11; August, 6; September, 1.

Number of days on which temperatures were below 32: 11 days; in January, 5 days; February, 6.

The average number of days on which temperatures were below 32, at Charleston, S. C., for 30 years, is 2 days. For the months: January, 3 days; February, 2; December, 2.

Last ice formed: March 17.

First ice formed: December 16.

MOISTURE

Mean dew-point, 8 a. m., 55 degrees.

Mean dew-point, 8 p. m., 57 degrees.

Mean annual dew-point, 56 degrees.

The average annual dew-point, of Charleston, S. C., for 30 years, is 57 degrees. For the months: January, 41 degrees; February, 44; March, 47; April, 54; May, 63; June, 70; July, 72; August, 73; September, 69; October, 59; November, 50; December, 44.

Mean relative humidity, 8 a. m., 77 per cent.

Mean relative humidity, 8 p. m., 78 per cent.

Mean annual relative humidity, 75 per cent.

The average annual relative humidity, of Charleston, S. C., for 30 years, is 76 per centum. For the months: January, 77 per cent.; February, 75; March, 74; April, 73; May, 74; June, 76; July, 77; August, 79; September, 79; October, 77; November, 76; December, 76.

Mean vapor pressure, 8 a. m., 0.508 inch.

Mean vapor pressure, 8 p. m., 0.583 inch.

Mean annual vapor pressure, 0.518 inch.

WEATHER.

Mean cloudiness (scale 0 to 10 tenths), 8 a. m., 4.6 tenths.

Mean cloudiness, 8 p. m., 4.7 tenths.

Mean annual cloudiness, 4.8 tenths.

The average annual cloudiness, of Charleston, S. C., for 30 years, is 4.7 tenths. For the months: January, 5.0 tenths; February, 5.1; March, 4.6; April, 4.2; May, 4.2; June, 5.1; July, 5.3; August, 5.2; September, 4.8; October, 3.9; November, 4.2; December, 4.5.

Greatest monthly cloudiness, 5.7 tenths, in June.

Least monthly cloudiness, 3.7 tenths, in May.

There were 116 clear days, distributed as follows: January, 12 days; February, 7; March, 11; April, 10; May, 15; June, 1; July, 7; August, 12; September, 14; October, 10; November, 10; December, 7.

The average annual number of clear days, of Charleston, S. C., for 30 years, is 130 days. For the months: January, 9 days; February, 10; March, 12; April, 13; May, 12; June, 8; July, 8; August, 8; September, 10; October, 14; November, 13; December, 13.

There were 178 partly cloudy days, distributed as follows: January, 9 days; February, 9; March, 11; April, 15; May, 12; June, 26; July, 22; August, 19; September, 14; October, 18; November, 15; December, 18.

The average annual number of partly cloudy days, of Charleston, S. C., for 20 years, is 147 days. For the months: January, 12 days; February, 10; March, 11; April, 12; May, 14; June, 14; July, 16; August, 15; September, 12; October, 11; November 10; December, 10.

There were 71 cloudy days, distributed as follows: January, 10 days; February, 12; March, 9; April, 5; May, 4; June, 3; July, 2; August, 0; September, 2; October, 8; November, 5; December, 11.

The average annual number of cloudy days, of Charleston, S. C., for 30 years, is 88. For the months: January, 10 days; February, 8; March, 8; April, 5; May, 5; June, 8; July, 7; August, 8; September, 8; October, 6; November, 7; December, 8.

There were 21 days on which dense fog was observed, distributed as follows: January, 6 days; February, 5; March, 2; October, 1; November, 3; December, 4.

SUNSHINE.

There were 2844.6 hours of sunshine during 1900, distributed as follows: January, 180.6 hours; February, 119.9; March, 184.1; April, 220.5; May, 279.1; June, 192.8; July, 226.7; August, 261.1; September, 227.7; October, 170.3; November, 170.3; December, —.

The possible number of hours of sunshine, in any year, is 4447.8 hours (leap-year, 4459.3 hours,) as follows: January, 318.5 hours; February, 318.3; (February, leap-year, 319.8); March, 372.3; April, 390.5; May, 430.7; June, 428.7; July, 437.2; August, 414.0; September, 371.4; October, 351.5; November, 314.0; December, 310.7.

The percentage of sunshine during the year 1900 was 52 per cent. For the months: January, 57 per cent.; February, 39; March, 49; April, 56; May, 65; June, 45; July, 52; August, 61; September, 61; October, 48; November, 54; December, 39.

WIND.

Prevailing direction, south, 15 per cent.

Total annual movement, 92,198 miles.

The average annual movement of wind, of Charleston, S. C., for 30 years, is 72,848 miles. For the months: January, 6015 miles; February, 6013; March, 6135; April, 6570; May, 6629; June, 6066; July, 5851; August, 5599; September, 5949; October, 6208; November, 5552; December, 5666.

Greatest monthly movement, 8860 miles, in October.

Least monthly movement, 6580, in July.

Greatest daily movement, 511, October 12.

Least daily movement, 96, February 6.

Highest velocity, 42 miles per hour, from the N E, August 17.

Number of times the wind was observed blowing (at 8 a. m. and 8 p. m., 1900,) from the N., 99 times, or 14 per cent.; N. E., 107, or 15 per cent.; E., 77, or 11 per cent.; S. E., 59, or 8 per cent.; S., 113, or 15 per cent.; S. W., 119, or 16 per cent.; W., 84, or 12 per cent.; N. W., 72, or 10 per cent.; calms, none, (0).

The normal percentages of the wind-direction, of Charleston, S. C., for 30 years, are: N., 11 per cent.; N. E., 16; E., 12; S. E., 7; S., 10; S. W., 22; W., 11; N. W., 8; calms, 8.

The monthly normal wind-directions, with percentages, of Charleston, S. C., for 30 years, are: January, N., 9 per cent.; February, S. W., 8; March, S. W., 9; April, S. W., 8; May, S. W., 9; June, S. W., 8; July, S. W., 8; August, S. W., 8; September, N. E., 8; October, N. E., 8; November, N. E., 9; December, N. E., 8.

The average hourly wind-velocity, for the year 1899, is 10.5 miles per hour. The mean hourly values, for the same period, are: 1 a. m., 9.2 miles; 2 a. m., 9.0; 3 a. m., 9.3; 4 a. m., 9.0; 5 a. m., 9.0; 6 a. m., 8.9; 7 a. m., 9.0; 8 a. m., 9.8; 9 a. m., 10.2; 10 a. m., 10.8; 11 a. m., 11.2; 12 noon, 11.6; 1 p. m., 12.6; 2 p. m., 13.1; 3 p. m., 13.4; 4 p. m., 13.4; 5 p. m., 12.9; 6 p. m., 12.0; 7 p. m., 10.8; 8 p. m., 9.9; 9 p. m., 9.5; 10 p. m., 9.5; 11 p. m., 9.5; 12 midnight, 9.3.

The average annual hourly wind velocity, of Charleston, S. C., for 20 years, is 86 miles. Mean hourly values: 1 a. m., 7.3 miles; 2 a. m., 7.1; 3 a. m., 7.1; 4 a. m., 7.0; 5 a. m., 7.1; 6 a. m., 7.0; 7 a. m., 7.2; 8 a. m., 7.0; 9 a. m., 8.4; 10 a. m., 8.9; 11 a. m., 9.4; 12 noon, 9.8; 1 p. m., 10.6; 2 p. m., 10.1; 3 p. m., 11.3; 4 p. m., 11.2; 5 p. m., 11.0; 6 p. m., 9.9; 7 p. m., 8.7; 8 p. m., 7.9; 9 p. m., 7.6; 10 p. m., 7.5; 11 p. m., 7.4; 12 midnight, 7.3.

PRECIPITATION.

Total rainfall, (melted snow, sleet and hail, included,) 88.10 inches.

Total depth of snowfall, Trace.

Greatest monthly rainfall, 6.29 inches, in June.

Least monthly rainfall, 0.40 inch, in August.

Greatest rainfall in any 24 consecutive hours, 4.05 inches, November 3 and 4.

The average annual precipitation, of Charleston, S. C., for 30 years, is 54.85 inches. For the months: January, 3.72 inches; February, 3.41; March, 3.78; April, 3.89; May, 3.59; June, 5.62; July, 7.64; August, 7.43; September, 5.85; October, 4.15; November, 3.04; December, 3.23.

There were 118 "rainy" days, (or days on which 0.01 inch, or more, of precipitation occurred,) distributed as follows: January, 11 days; February, 11; March, 12; April, 11; May, 9; June, 17; July, 7; August, 4; September, 8; October, 10; November, 8; December, 10.

The average annual number of "rainy" days, of Charleston, S. C., for 30 years, is 119. For the months: January, 10 days; February,

DEPARTMENT OF AGRICULTURE,
WEATHER BUREAU,
Charleston, S. C., January 10, 1901.

[Compiled for the City Board of Health.]

NUMBER OF DAYS—											
10 P. M.	11 P. M.	12 Midnight.	Monthly Mean.	20-year Normal.	Clear	Clear, 20-year Normal	Partly Cloudy.	Partly Cloudy, 20-year Normal	Cloudy	Cloudy, 20-year Normal	Rainy.
8.6	8.4	9.0	9.5	8.4	12	9	9	12	10	10	11
11.4	11.8	12.0	12.3	9.2	7	10	9	10	12	11	10
10.7	10.3	10.0	11.2	9.2	11	12	11	11	9	12	10
9.5	10.0	9.7	11.1	9.4	10	13	15	12	5	11	8
8.5	8.1	8.1	10.6	9.0	15	12	12	14	4	5	9
10.4	10.9	10.0	10.9	8.6	1	8	26	14	3	5	11
8.8	7.6	7.3	8.8	8.0	7	8	22	16	2	7	17
8.5	8.1	9.0	7.7	7.7	12	8	19	15	0	4	4
9.3	8.9	9.0	10.7	8.5	14	10	14	12	2	8	10
10.7	10.4	10.5	11.9	9.0	10	14	13	11	8	10	8
8.5	9.4	8.9	9.8	7.8	10	13	15	10	5	8	8
9.2	9.2	9.5	10.4	8.9	7	13	13	10	11	8	10
9.5	9.5	9.3	10.5	8.6	*116	*120	*178	*147	*71	*88	*118
											*119
											*59
											*49
											*0
											*1
											*21
											*0

JESUNOFSKY, *Local Forecast Official.*

10; March, 10; April, 8; May, 9; June, 11; July, 12; August, 14; September, 10; October, 8; November, 8; December, 9.

There were 59 thunderstorms, distributed as follows: January, 0 days; February, 3; March, 0; April, 6; May, 2; June, 11; July, 11; August, 17; September, 4; October, 3; November, 1; December, 1.

The average annual number of thunderstorms, of Charleston, S. C. for 20 years, is 49. For the months: January, 1; February, 1; March, 2; April, 3; May, 5; June, 10; July, 11; August, 10; September, 3; October, 1; November, 1; December, 1.

The last frost occurred April 6.

The first frost occurred November 9.

L. N. JESUNOFSKY,
Local Forecast Official.

REPORT OF HEALTH OFFICER.

City of Charleston, S. C.

Department of Health, November, 7, 1900.

To the Chairman and Members of the Board of Health:

Gentlemen—I have the honor to submit the following report of my attendance at the twenty-eighth, Annual Meeting of the American Public Health Association, held at Indianapolis, October 22-23-24-25-26, 1900.

The session was well attended and the meetings of the Association from day to day were characterized by earnest attention. The scientific work was on a very high plane, and the papers read were listened to with close consideration. A very large number of Cities and States were represented. Professional and scientific men coming together from all parts of the United States, the Dominion of Canada and the Republic of Mexico.

On Monday October 22, the section on Bacteriology and Chemistry held their first meeting at the Lunatic Asylum Buildings, a most notable structure and a most beneficent charity therein contained, there are about 1800 inmates cared for, Lunatics for whose every reasonable necessity is provided.

Spacious buildings with all needed comforts and every requirement that science and a bountiful fund of benevolence could furnish.

There has been recently erected the most complete bacteriological plant (suitable for the needs of the Institution) in the United States. The arrangements for the research of pathology and for the study and prevention and cure of morbid growths is very ample and complete. The meeting was held in the lecture room of the pathological laboratory

and was well attended by bacteriologists and those interested in the subject.

Dr. Theobald Smith of Boston, a distinguished bacteriologist, presided over the deliberations. Mr. Fuller read a paper from the committee who were charged with the duty of formulating some uniform standard method for the examinations of suspected water. The report was very full and voluminous, but not complete, the present methods are recommended to be continued and further investigation would be made by the committee. Papers of great importance were read and discussed principally of a technical character.

TUBERCLE BACILLUS IN MILK.

Dr. N. L. Russell, Madison, Wis., showed the degree of heat which is necessary to destroy the tubercle bacillus in milk without injuring commercially the value of the milk. He also read the report of the committee on the bacteriology of milk in its sanitary relations. As illustrating the peculiar way by which such germs find their way to milk, an incident occurring in an hospital at Leeds, England, was related. The nurses in that institution were in the habit of taking glasses of milk from the pantry up into the sick wards several hours before the milk was drunk. An outbreak of typhoid fever occurred among the nurses. Investigation disclosed the practice to which they had been resorting, and when it was ordered discontinued, the epidemic subsided.

DIPHTHERIA DUE TO MILK.

Dr. V. A. Moore, Ithaca, N. Y., related a diphtheria epidemic started in that city from milk delivered by a dairyman whose family had suffered from acute tonsillitis. The eldest son, who attended to the milking of the cows, has been pronounced well and resumed his regular work, but scientific investigation demonstrated that he still had germs of the disease in his system.

On Tuesday October, 23, the Association held its first General Meeting as a full body in the lecture room of the Deutsche Hall a very excellent hall well suited for the purpose, Dr. Peter H. Bryce of Toronto, Canada, president of the Association presided. Prof. S. H. Woodbridge of Boston, Chairman of the Committee on car sanitation presented the first paper, it was a most interesting report showing careful preparation and minute research. The following recommendations were made by the committee and adopted by the Association:

1. When a passenger was known to be contagiously ill, he should be isolated in a compartment appropriately equipped and ventilated in such a manner as to separate it from the rest of the car. Through trains should be provided with rooms for sick, as well as state-rooms, interchangeable in use.

2. The interior of passenger cars should be plain, finished with hard, smooth and polished surfaces.

3. All furnishings should be as non-absorbent as possible.

4. Coaches should be furnished with effective means for continuously supplying not less than one thousand cubic feet of warm air an hour for each single seat and for distributing and removing the air without troublesome draught.

5. The temperature should be regulated.

6. The cleaning of cars should be frequent and thorough.

7. Floors and sanitary and laboratory fixtures should be frequently treated with a disinfecting wash.

8. All fabrics in cars should receive sterilizing treatment. All bed and lavatory linen should be thoroughly sterilized in the process of laundering.

9. Sewage tanks and earth closets should be provided under the cars. The practice of disposing of excreta by scattering it over road-beds was dangerous.

10. Water and ice should be obtained from the purest available sources. The use of tongs in handling ice should be insisted upon.

11. The water tank should be frequently cleansed and periodically sterilized with boiling water or otherwise.

12. The public should be educated to use individual cups.

Paper paraffined cups might be provided by a cent in the slot device.

13. The use of canned goods in buffet car service makes careful inspection of such goods imperative. Fruits and all eatables before and after purchase should be stored with care to avoid all unnecessary exposure to street and car dust.

14. The filthy habit of spitting on car floors should be dealt with in a manner to cause its prompt discontinuance. It should be punished as one of the most flagrant of the thoughtless offences against the public right to health.

15. Station premises should receive attention directed to general cleanliness of floors, furnishings, air, sanitariums, lavatories, platforms and approaches, and should be plentifully supplied with approved disinfecting material.

The recommendations of the committee were concurred in by the Association.

The recommendations as presented by the committee provoked quite a discussion, as the importance of the subject demanded, when it is considered how greatly the health of many many millions of passengers who are traversing this great continent, this was not unexpected.

Dr. Hunting, Health Officer of Indiana, recommended that a strong and vigorous demand should be made for the use of white blankets on all Pullman cars, in the place of the colored blankets now in use.

The white blankets would always reveal its condition as to cleanliness, and perforce would always have to be white, and clean, and spotless, or they would not be accepted by the passenger. Whereas it is impossible to tell whether the colored blankets now in use were clean or soiled. Frequently the colored blankets were saturated with filth.

Dr. Bracken, State Health Officer of Minnesota, inserted that as passengers on Pullman cars paid a good price for their comfort, they were entitled to clean cars and clean bedding.

Dr. Jones, Health Officer of Baltimore, called the attention of the Association to the many cases of consumptives who were travelling all over the United States. It is necessary, he said, that some great reform in these respects should be inaugurated. It was impossible for the porters to stop certain of these passengers (who were careless) from soiling the blankets with their spittle.

The discussion was animated and interesting.

Dr. Domingo Orvananos, Mexico City, Mexico, read a supplementary report on car sanitation. Boards of Health in the territories covered by the Association ought to try and obtain support from the different Legislatures, so as to make certain provisions obligatory on railway companies, as, for instance, 1, the isolation in special cars of any persons suffering from transmissible diseases; 2, to supply guaranteed filters in the tanks of drinking water; 3, the disinfection of bed clothes, hangings, curtains and towels; 4, all sleeping cars should be provided with small disinfectant stoves for small toilet articles; 5, the absolute prohibition, under severe penalty, of expectoration on pavements; 6, all railroad cars should be provided with a sufficient number of cuspidors, containing a strong disinfecting solution.

On Tuesday evening an address of welcome was given the Association by ex-President Harrison, at the Gorman Hall, in a handsome audience room. A large number of citizens were present to greet the Association, and listen to the addresses delivered.

Dr. Bryce, the President of the A. P. H. A., gave his address; this was a most scholarly and finished production. Dr. Bryce reviewed the progress of sanitation in the world's history. He gave an outline and depicted the progress of sanitary science from its birth, in the period of the Renaissance down to the present time. It was most attentively listened to.

At the close of this address the hall was cleared, and the officers and members of the Association were introduced to

the more prominent ladies and gentlemen of Indianapolis. Dancing followed, and refreshments.

A most enjoyable evening was had, and the pleasantest hospitality was shown to the members of the Association.

On Wednesday morning Dr. Horlbeck read a paper prepared by Dr. A. H. Doty, Health Officer (Quarantine) of the port of New York. The paper contained some rather novel propositions.

It was entitled:

NEW QUARANTINE METHODS AND CHANGES CALLED FOR IN MARINE SANITATION.

The following synopsis is presented:

He contended that contrary to the popular belief, the most careful investigation, both from a scientific and practical standpoint, has demonstrated that the clothing actually worn by well persons is not a medium of infection. This is also true of the cargoes of ships. In making this statement, the author does not mean to imply that infection from these sources is not within the realms of possibility. Evidence was adduced that the cargo of a ship does not act as a medium of infection. If exceptions exist, they have not been revealed to practical sanitarians. Outbreaks of bubonic plague in European and other ports have brought prominently before our notice the question of the transmission of this disease by rats and other vermin. Information on this subject at present is incomplete, although Kitasato and Yersin have demonstrated the presence of the disease in rats during the epidemic of bubonic plague in Hong Kong, in 1894. Beyond this, sanitarians have but little authentic information on this subject. It is reasonable to believe, however, that in such communities as are found in India and China, where filth, overcrowding and bad sanitary regulations exist to an extent which is almost beyond belief, the dissemination of infection is so general, that even vermin are involved. In civilized

communities, however, where the ordinary sanitary regulations are carried out, the danger from this source would seem to be very limited. No authentic reports exist which show that cargoes of vessels have transmitted bubonic plague through the medium of infected rats or other sources.

In the inspection of persons coming from infected ports, the ordinary examination, which includes a statement from the person concerned, is not sufficient at all times to detect mild or ambulant cases. The most practical and important addition to the ordinary method of inspection is the use of the clinical thermometer. This has been in operation for the past two years in New York, and the most satisfactory results have been obtained in detecting mild or ambulant cases. While the essayist is convinced that the maximum period of incubation of yellow fever is five days, there is no doubt that during the first day or so of the disease, persons affected may present themselves and pass the ordinary inspection. The use of the thermometer at this time, however, will almost always show an elevation of temperature sufficiently high to justify the physician or health officer in causing a longer detention.

The reading of the paper of Dr. Doty brought on an animated discussion, and his propositions were not entirely accepted. Protests were made as to the non-conveyance of dangerous diseases in the clothing of those around, and with cases of contagious diseases.

Professor F. C. Robinson, Maine, said that formerly a great deal of paper was made from rags, and he was surprised to hear that there was no danger from infectious diseases from cargoes of rags. He believes outbreaks of smallpox and other contagious diseases have been traced to rags.

Dr. H. M. Brachen vigorously controverted the statement of the essayist that healthy persons are not liable to carry disease in their clothing. Every physician of experience could cite instances of physicians who have carried contagion to healthy people.

The paper was further discussed by Drs. Wilson, Montizambert, the President, Lee, Durgin, Jones, most of whom protested against the idea that physicians could not carry infection in their clothing.

Dr. Surter, Chairman of the Committee on Cause and Prevention of Infectious Diseases, presented a report, showing that while smallpox was on the increase, the mortality from this disease was diminishing. He said that the United States authorities had caused its disappearance in the island of Porto Rico.

Dr. Surter, stated that he was a firm believer that malaria was transmitted by the mosquito.

He recommended that great precaution should be taken to avoid the introduction of bubonic plague into this country; he showed the great necessity for cleanliness in dealing with infectious diseases, and said that an object lesson had been learned in the Spanish War, and stated that it was reported by Dr. Vaughn, that 80 per cent. of the deaths occurring during that struggle, were from typhoid fever, and he showed that the greatest necessity was required for sanitation and cleanliness in camps.

Dr. Walker Reed, Surgeon United States Army, read a most interesting paper on the Etiology of Yellow Fever, indicating that the mosquito was the conveyor of the malarial morbid, the following synopsis is given.

The work was done by Dr. Reed, Dr. James Carroll, Dr. A. Agramonte, and Dr. Jesse W. Lazear.

A series of clinical, bacteriological and pathological observations were narrated, comprising eighteen cases of yellow fever. Of this number eleven were designated as severe cases of the disease, with four deaths; three as well-marked cases, with no deaths; and four as mild cases, with no deaths.

Blood cultures were made of eighteen cases during life, and of forty-eight separate cultures made from the blood on various days of the disease and representing one hundred and fifteen bouillon inoculations and eighteen agar plates

they failed to find the bacillus icteroides in any of the tubes or plates. They failed to isolate the bacillus icteroides in eleven autopsies of yellow fever patients. Having failed to isolate this bacillus, either from the blood during life, or from the blood and organs of cadavers, two courses of procedure appeared to be worthy of attention—namely, first, a careful study of the intestinal flora in yellow fever in comparison with the bacteria that might be isolated from the intestinal canal of healthy individuals in this vicinity, or of those sick with other diseases; or, second, to give attention to the theory of the propagation of yellow fever by means of the mosquito.

The essayists pursued the second line of investigation by reason of the well known facts connected with the epidemiology of this disease, and by the brilliant work of Ross and the Italian observers in connection with the theory of the propagation of malaria by the mosquito.

Their observations pointed to the presence of an intermediate host, such as the mosquito, which, having taken the parasite into its stomach soon after the entrance of the patient into the non-infected house, was able, after a certain interval, to reconvey the infecting agent to other individuals, thereby converting the non-infected house into an infected house. This interval would appear to be from nine to sixteen days, allowing for the period of incubation, which agreed fairly closely with the time required for the passage of the malarial parasite from the stomach of the mosquito to its salivary glands.

In view of the foregoing observations, they tested the theory of Finlay on human beings. Experiments were made on eleven non-immune individuals. The mosquito used in all cases was the *Culex Fasciatus* Fabr. The results were nine negatives, two positives. The two cases reported as positive, the authors detailed at great length.

Since they recorded one case in which a typical attack of yellow fever followed the bite of an infected mosquito within

the usual period of incubation of the disease, and in which other sources of infection could be excluded, they felt confident that the publication of their detailed observations would excite renewed interest in the mosquito theory of the propagation of yellow fever, as first proposed by Finlay.

From their studies thus far of the disease, they concluded that the bacillus icteroides stood in no causative relation to yellow fever, but, when present, should be considered as a secondary invader in this malady. The mosquito served as an intermediate host for the parasite of yellow fever.

Dr. Horlbeck, Health Officer of Charleston, Chairman of the Committee on the Etiology of Yellow Fever, presented a report on this most all-absorbing subject.

He referred to the previous reports made by him, showing the strenuous efforts that the committee had made to have Congress make an appropriation for Bacteriological Commission to be sent to Havana to study yellow fever—twice recommended by President McKinley; Congress had failed to appropriate the requisite funds. However, other investigations were being made; he noted all the work that had been done during the year as to the causation of yellow fever by different scientific observers.

No new prophylactic measures had come out in this knowledge of the etiology of the disease up to the date of this report. As formerly the prevention of yellow fever consisted in applying the measures of isolation and of disinfection, and of improving the hygienic conditions. While the numerous contributions to the cause of yellow fever were far from being conclusive, the researches made during the last few years furnished matters of information which would be guiding stars in future investigations.

Dr. F. W. Elgin read a very interesting paper on "The Influence of Temperature on Vaccine Virus," and after detailing some experiments, gave the results as follows:

1. Vaccine points were unreliable when stored for any length of time at any temperature.

2. Virus on points might be inert, yet germs charged along with the virus remained active, causing a form of irritation somewhat resembling vaccine vesicles, and known as spurious vaccination.

3. Glycerin would not destroy the extraneous bacteria in lymph when stored at or below the freezing point.

4. Continued exposure of germs to low temperature, when constant, did not destroy their activity, and but slightly decreased their number.

5. Hot, and especially variable temperatures, speedily injured vaccine.

6. Hot temperatures increased enormously the number of germs in fluid lymph other than that stored in glycerin.

REPORT OF THE COMMITTEE ON POLLUTION OF WATER SUPPLY.

This was presented by the Chairman, Mr. George W. Fuller, of New York City. The report took the form of records and summaries, showing recent progress in the more important branches of the subject.

With regard to quality, the water supply of the future should meet the following requirements: It should be free, or substantially free, from disease-producing germs. It should be clear and colorless, containing no noticeable turbidity or vegetable stain. It should be free from objectionable tastes and odors, as supplied to the consumer. It should be free from noticeable amounts of dissolved iron, such as make it unfit for household use. It should be free from excessive amounts of lime and magnesia, such as make water too hard for ordinary use. It should be carefully examined with regard to constituents capable of dissolving metals used in distributing pipes.

Of the various branches of public works connected with the pollution of water supply, there was none in which such substantial progress had recently been made as in water purification.

Ten years ago information upon this subject was very meagre, and comparatively few plants were in operation. During this period English sand-filter plants had been increased from about 1.5 to 19 acres, with respective normal capacities of about 4,000,000 and 57,000,000 gallons daily; and the American or mechanical filter plants had been increased from about 12,000 to 90,000 square feet, with respective nominal capacities of about 36,000,000 and 270,000,000 gallons daily.

Projected plants for some of the largest cities in the country showed that in the next few years there would be very rapid development in the application of both of the leading methods of purification.

Of the various processes for the purification of water supplies, there were two general methods which had shown distinctly their practicability—namely, the English method of slow sand filtration, and the American method, employing rapid mechanical filters.

For those waters which never possess more than a slight or moderate amount of turbidity or dissolved vegetable color, the English method is somewhat more efficient, and as a rule it is slightly the cheaper for such waters.

For those waters which for long periods at a time contain excessive quantities of either finely divided clay, or of dissolved vegetable matter, there is now no practicable method of purification without the use of coagulants and subsiding basins. While coagulants can be successfully used in connection with the English method of sand filtration, the American method, in which coagulants are imperative, yields somewhat more efficient and economical results, as a rule.

TEACHING OF HYGIENE AND GRANTING OF DEGREES OF DOCTOR OF PUBLIC HEALTH.

Dr. Wyatt Johnston, Montreal, compared methods of hygienic instruction in vogue in the United States and in foreign countries, with the result that the showing was

decidedly favorable to the foreign countries. He inveighed strongly against the looseness of methods in this country, by which men are able to secure positions as health officers, or as members of boards of health without having the necessary qualification. Dr. Johnston urged the Association to consider this matter, and endeavor to arrive at some standard for a purely hygienic education.

Dr. L. P. Jones, Greenwich, Conn., outlined the following scheme for preventive medicine:

1. The endowment of a Chair of Preventive Medicine in each of the leading Medical Colleges of the country.
2. The establishment of an institute, the members of which should be the incumbents of these Chairs.
3. An award of prizes by this institute for essays and discoveries of special merit in sanitary science.
4. Establishment of fellowships for a limited number of advanced students.

REPORT OF THE COMMITTEE ON DISINFECTION.

Professor F. C. Robinson, Brunswick, Maine, presented the following conclusions:

1. Household disinfection after infectious diseases should combine the use of formaldehyde with other means. It can be safely relied on for all exposed surfaces, and these only.
2. Formaldehyde requires moisture enough in the air to nearly saturate it for its most efficient working.
3. There is much disagreement among experimenters as to the disinfection of tuberculous matter. One says a 2 per cent. solution of formaldehyde disinfects it; another, that even a 10 per cent. solution does not. Several say that formaldehyde gas applied as above, destroys it; others deny this. Further experiments are needed.
4. Soap is a poor disinfectant, but 1 per cent. caustic alkali, or 20 per cent. carbonate of alkali is efficient.

5. Carbolic acid, less than a 5 per cent. solution, has little scientific value.

6. The creosotes, as used in creolin, lysol and solutol, are safe disinfectants.

7. Alcohol at from 50 to 75 per cent. has considerable disinfecting power, but not at other strengths.

8. Most metallic salts, except those of mercury, have little disinfecting action.

9. Bichlorid of mercury should be used in strength at least 5 to 1000 if tuberculous matter is to be disinfected. A fresh solution is more active than one which has stood for some weeks. The addition of salts does not increase the strength of a fresh solution, but prevents it from losing its strength as rapidly.

10. Bright sunlight kills the tubercle bacillus in a few hours, and as a rule, pathogenic bacteria keep their greatest virulence only when kept in the dark.

Dr. Benjamin Lee, (Pa.) read a report as to what constitutes an epidemic; he said that:

In view of changed views as to the propagation of communicable diseases, the word epidemic has outgrown its usefulness. It has become the means of perpetuating false conceptions, and its official use may be misleading and mischievous.

Without attempting any stricter, more comprehensive, or more lucid definition of this word, the committee recommended that, as opportunity occurs in all laws and regulations in which certain executive action is made contingent on the declaration by health authorities of the existence of an epidemic, the phraseology shall be altered by omitting the word epidemic, and in place thereof inserting a brief statement of the condition calling for such action, as, for example, "whenever a communicable disease prevails to such an extent, or is spreading with such rapidity as, in the opinion of the Board, to make it its duty to notify either the general public or the authorities of neighboring towns of the fact that such and such action shall be taken."

The report of the committee was adopted, and the committee discharged.

Dr. H. M. Bracken, State Health Officer of Minnesota, presented the report of the committee on leprosy. The committee recommended the establishment of National Leprosaria, and said that:

A leprosarium should afford a comfortable home for lepers. This meant not only good buildings, but extensive grounds comprising many acres, where the lepers might have liberties, and still be in exclusion. The buildings connected with the leprosarium must combine the privileges of a home and of a hospital. Those who had the disease in mild form might need little, if any, medical care. They needed comfortable clothing and good food. With those in whom the disease was more advanced, the care should be that of a hospital patient, with medicines to lessen their suffering, and dressings that would commend themselves to any surgeon. A leprosarium should resemble modern colonies for epileptics. It should furnish employment for those who were able to work, and amusement of various kinds for all. Two of the strongest medical societies in Minnesota had placed themselves on record as favoring the establishment of national leprosaria; and the American Dermatological Association had also appointed a committee to determine the best methods to be used in the care of lepers.

By resolution, the Association placed itself on record as favorable to the establishment of national leprosaria.

Dr. Salmon, Washington, D. C., read report of Committee on Animal Diseases and Animal Food. The report was full and valuable.

He discussed the subject of hydrophobia, and emphasized the importance of active measures looking to the extermination of this disease. He cited statistics of many outbreaks of rabies, and showed the disease to be peculiarly virulent, and almost invariably fatal to human beings. Misguided people, who declared that there was no such thing as hydro-

phobia communicated to man from animals, were sternly rebuked. Dr. Salmon declared that their obstructive tactics had wrought incalculable harm in the way of deceiving people into a careless attitude towards this malevolent disease. The Pasteur treatment was highly commended by the committee, which also recommended that the Association take steps to enlighten the public on the disease and its treatment, as well as means for its prevention.

Tuberculosis.—The committee made strong recommendations on the subject of tuberculosis, asserting its belief in the theory that the disease could be, and was communicated from infected cows through their milk. Here also the committee encountered learned men who controverted the theory, asserting that the difference in appearance of the bacillus of human tuberculosis and that of bovine, indicated that the latter could not communicate the disease to human beings. Bovine tuberculosis was undoubtedly communicable. He inveighed against loose methods prevailing in many creameries, by which the milk received from an infected herd was mixed with the general supply of milk on hand; and, further, the practice of distributing, without previous sterilization, the waste milk and cream to be used as food for swine was condemned.

There were a number of other important subjects presented to the Association and discussed; the limits of this paper footed a more minute report than we have given of the proceedings.

The meetings of the American Public Health Association are looked forward to by all sanitarians in the United States, Canada and Mexico with great interest.

There are now 25 volumes of the proceedings of the Association published; the last volume of the meeting held at Minneapolis in 1899, containing about 700 pages. These 25 volumes are a monument to the devotion and labors of the members of the Association to the cause of modern sanitation, the prevention of disease, and contain information of vast

interest to the human race, indicating, as they do, the progress of Hygiene during the last 25 years.

The Association stands to-day on a stronger and firmer foundation than it has ever had, and with its constant labors in the cause for which it was created, bids fair to excel itself and move on in its chosen path, bestowing blessings on unnumbered multitudes by the propagation of the results of enlightened scientific labors.

H. B. HORLBECK,
Health Officer.

REPORT OF THE BOARD OF FIRE-MASTERS

Office Board of Fire-Masters,
Charleston, S. C., January 1st, 1901.

To the Honorable the Mayor and City Council of
Charleston, S. C.:

The Board of Fire-Masters respectfully submits the operations of this department for the year 1900, and its condition at this date, as contained in the annexed statements.

The Force of the Department.

Condensed Expenses.

Summary of Expenses by Companies.

Inventory of Property and Location of same.

Inventory of Property Controlled by the Board of Fire-Masters, with Value of same,

Amounts drawn from City Treasurer from 1st January, 1882, to 31st December, 1900, and Actual Cost of Maintaining the Department for Eighteen Years.

Record of Fires.

Comparative Statement of Property at Risk, Insurance and Loss.

Report of Chief to the Board.

Report of Superintendent Fire Alarm Telegraph to the Board.

Report of Superintendent of Horses.

FRANCIS S. RODGERS,
Chairman Board Fire-Masters.

THE FORCE OF THE DEPARTMENT DECEMBER 31st 1900.

- 99 Officers and Men.**
- 10 Steam Fire Engines.**
 - 1 Double 80-Gallon Tank Chemical Engine.**
- 8,843 Feet Hose, Good.**
- 1,177 Feet Hose, Defective Rubber Lining.**
 - 2 Fuel Wagons.**
 - 3 Carts.**
 - 6 Hose Carriages.**
 - 4 Hose Wagons.**
 - 1 Aerial Truck and Equipments.**
 - 2 Trucks and Equipments.**
 - 15 Fire Extinguishers.**
 - 30 Horses,**
 - 3 Alarm Bells and a Complete System of Fire Alarm Telegraph.**

**CONDENSED EXPENSES OF THE FIRE DEPARTMENT, FROM
JANUARY 1st, TO DECEMBER 31st, 1900.**

Pay Rolls.....	\$89,886 00
Forage	2,608 28
Fuel	1,063 50
Oil, Waste and Engine Supplies.....	890 22
Repairs to Engines, Trucks and Apparatus.....	453 15
Repairs to Heaters.....	75 60
Repairs to Houses.....	149 86
House and Stable Utensils.....	77 76
Four Horses.....	925 00
Repairs to Harness.....	100 20
1,000 Feet New 2½-inch Hose.....	642 02
Horse Shoeing.....	855 82
Medicine	45 29
Chemicals and Bottles.....	53 68
Telephones and Telegraph Clock	191 13
Printing and Stationery.....	72 50
Sawdust	99 50
Ice for all Stations.....	70 80
New Shirts for Members.....	194 00
Battery Zincs and Bluestone.....	435 43
Pins, Arms, Tape, Screws, etc., for Fire Alarm Telegraph..	63 41
New Suctions.....	140 25
Drill Tower and Life Net.....	362 91
Lot Adjoining Central Station.....	1,504 25
Chemical Engine Hose. 100 Feet.....	40 00
Amount carried forward.....	\$49,498 06
Amount brought forward.....	\$49,498 06
Rebuilding No. 8 Engine, good as new.....	2,600 00
Painting two Engines, 5 and 10.....	100 00
Paint for Painting Houses.....	410 17
Expense of Assistant Chief to New York.....	104 20
Set Pompier Ladders.....	250 00
Total Expenditures	\$52,962 43
Less by Sale of Manure.....	\$ 69 60
Less by Sale of Old Hose.....	88 00
Less by Sale of three Horses.....	265 00
Less by Sale of Barrels and Bags.....	46 72
Less by Sale of Zincs, Old Wheels, etc	45 11 462 43
Amount drawn from City Treasurer.....	\$52,500 00

SUMMARY OF EXPENSES OF THE FIRE DEPARTMENT BY COMPANIES, FROM JANUARY 1ST
TO DECEMBER 31ST, 1900.

Chief Assistant, Driver and Office.	Pay Roll.	Forage.	Wood and Coal.	Sawdust, Knap- ing and Fire Alarm Telephone Sup.	Repairs to Appa- ratus.	Repairs to Houses and Heaters.	New Hose.	New Apparatus.	Horses.	Printing and Sta- tionery.	Veterinary and Horse-shoeing.	Telephones and Telegraph Clock.	House and Stable Utensils.	Repairs and Re- newal to Har- ness.	Chemicals and Bottles.	Shirts for Depart- ment.	Ice.	Cost of Lot Went- worth Street.	Expenses Assist- ant Chief's Training School	Totals.
3,093 00	3,093 00	268 30	.....	9 09	151 53	11 42	.....	.....	.....	.....	12 75	.....	87	10 85	.....	.....	.....	.....	.....	3,224 51
4,172 00	4,172 00	240 31	.....	24 18	112 94	17 59	.....	.....	.....	.....	41 40	.....	6 21	12 50	.....	.....	.....	.....	.....	4,519 99
4,407 00	4,407 00	386 85	.....	30 88	117 74	36 09	40 00	10 00	.....	.....	34 65	.....	8 98	14 00	44 18	.....	.....	.....	.....	4,965 72
4,408 00	4,408 00	.....	.....	31 70	6 99	.....	.....	.....	.....	.....	27 50	.....	7 82	2 50	.....	.....	.....	.....	.....	5,023 85
Aerial Truck & Steamer	.....	.....	.....	56 93	13 80	10 28	.....	.....	.....	.....	8 82	.....	4 45	3 00	.....	.....	.....	.....	.....	4,872 28
Engine No. 4	4,407 00	265 06	.....	27 37	112 61	2 52	.....	.....	.....	.....	31 75	.....	4 45	2 25	.....	.....	.....	.....	.....	4,840 77
Engine No. 5	4,407 00	254 70	.....	27 37	112 61	2 52	.....	.....	.....	.....	31 75	.....	4 45	2 25	.....	.....	.....	.....	.....	4,778 10
Engine No. 6	4,407 00	254 67	.....	27 37	112 61	2 52	.....	.....	.....	.....	31 75	.....	4 45	2 25	.....	.....	.....	.....	.....	4,814 50
Engine No. 7	4,407 00	266 67	.....	38 98	41 56	7 73	.....	.....	.....	.....	34 32	.....	5 43	4 50	.....	.....	.....	.....	.....	4,762 27
Truck No. 1	3,518 00	166 87	.....	18 45	5 35	2 75	.....	.....	.....	.....	26 91	.....	5 74	4 50	.....	.....	.....	.....	.....	3,762 88
Supply wagon	414 00	197 72	.....	16 91	5 35	2 75	.....	.....	.....	.....	26 91	.....	5 74	4 50	.....	.....	.....	.....	.....	1,689 11
Fire Alarm Telegraph	1,080 00	.....	.....	486 84	85 47	.....	.....	2 05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Permanent Hose and Linenman	420 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	420 00
Superintendent of Horses	300 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300 00
Reserve Engines	.....	.....	.....	9 82	2 60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,612 04
Department Gen'l Use	.....	394 50	1,068 50	108 78	243 65	35 64	02	451 55	925 00	73 50	30 58	191 18	16 65	14 38	9 50	194 00	70 50	1,504 25	104 20	6,541 65
Totals	39,386 00	2,005 26	1,068 50	988 56	841 81	635 13	02	464 50	925 00	73 50	401 11	191 18	77 74	100 20	58 68	194 00	70 50	1,504 25	104 20	52,962 48

Less—By Sale of Manure.....\$ 89 80
 " " Old Hoes..... 36 00
 " " Three Horses..... 266 00
 " " Barrels and Bags..... 48 72
 " " Zincs, Old Wheels, etc..... 45 11

Amount drawn from City Treasurer.....\$32,600 00

INVENTORY OF PROPERTY UNDER THE CONTROL OF FIRE MASTERS DECEMBER 31ST, 1900,
AND LOCATION OF SAME.

LOCATIONS.

[illegible]

**INVENTORY OF PROPERTY ON HAND DECEMBER 31st, 1900
AND VALUE OF SAME.**

10 Steam Fire Engines, at \$3,500.....	\$35,000 00
6 Hose Carriages, at \$300.....	1,800 00
4 Hose Wagons, at \$400.....	1,600 00
1 Chemical Engine.....	2,000 00
8,848 Feet 2½-inch Hose, at 55 cents.....	4,863 65
1,177 Feet 2½-inch Hose, at 20 cents.....	235 40
440 Feet Chemical Hose, at 40 cents.....	176 00
5 Wagons and Carts.....	625 00
1 Aerial Truck and Equipments.....	2,500 00
2 Trucks and Equipments.....	1,500 00
80 Horses.....	5,900 00
15 Fire Extinguishers, Smoke Protectors, etc.....	670 00
Beds and Bed Clothing.....	1,000 00
Harness.....	2,050 00
12 Engine Houses, Waterworks, Heaters and Heating Apparatus.....	46,900 00
Fire Alarm Telegraph and Equipments, Two Bell Towers and Three Bells.....	25,000 00
Drill Equipments, Ladders and Life Net.....	420 00
Total.....	\$132,240 05

**AMOUNTS DRAWN FROM CITY TREASURER FROM
JANUARY 1st, 1882, TO DECEMBER 31st, 1900.**

Real Estate received from City without charge.....	\$ 10,000 00	
During the year 1882.....	\$92,000 00	
“ “ 1883	59,115 23	
“ “ 1884	51,008 82	
“ “ 1885	43,819 90	
“ “ 1886	43,811 43	
“ “ 1887	44,000 00	
“ “ 1888	82,000 00	
“ “ 1889	43,968 16	
“ “ 1890	47,659 91	
“ “ 1891	43,845 19	
“ “ 1892	47,005 53	
“ “ 1893	48,500 00	
“ “ 1894	46,500 00	
“ “ 1895	49,845 25	
“ “ 1896	44,964 14	
“ “ 1897	49,989 03	
“ “ 1898	47,900 00	
“ “ 1899	48,100 00	
“ “ 1900	52,500 00	985,482 59

Total amount\$995,482 59
Deduct Property on hand December 31st, as per Inventory. 182,240 50

Leaves balance of\$863,242 05

Being actual cost of maintaining the Department for nineteen years,
or an expense of \$45,483.82 per annum.

**COMPARATIVE STATEMENT OF PROPERTY AT RISK,
INSURANCE AND LOSS.**

Year.	No. of Alarms.	Property at Risk.	Insurance.	Loss on Real Estate.	Loss on Personal Property.	Total Loss.
1882	84	\$ 298,500 00	\$ 106,205 00	\$ 12,589 09	\$ 20,087 52	\$ 82,626 61
1883	72	1,229,885 41	1,112,350 00	50,261 19	248,699 11	298,960 80
1884	43	412,163 00	305,238 54	31,665 00	70,494 98	102,159 98
1885	50	894,802 14	251,100 00	5,108 80	22,359 79	27,463 59
1886	57	481,774 48	856,024 48	46,325 55	62,216 09	108,541 04
1887	43	1,191,577 00	1,125,025 00	5,081 00	42,455 17	47,536 17
1888	35	1,256,991 88	1,241,685 00	17,127 00	86,042 88	103,169 88
1889	52	941,975 00	898,565 00	17,413 00	50,475 00	67,888 00
1890	38	521,275 00	841,850 00	16,431 00	31,125 00	47,556 00
1891	54	1,549,725 00	1,420,850 00	12,086 50	27,928 17	40,014 67
1892	66	380,887 00	243,262 00	42,102 40	20,989 25	63,091 65
1893	50	1,306,406 79	1,148,958 49	21,386 41	119,084 73	140,421 14
1894	81	499,942 00	267,540 00	35,264 20	31,184 50	66,448 70
1895	80	811,561 12	568,321 12	14,909 20	16,895 77	31,804 97
1896	81	387,590 51	212,442 51	11,318 85	25,001 60	36,320 45
1897	78	1,271,817 00	808,900 00	9,284 00	11,982 83	21,266 83
1898	121	784,111 00	514,975 00	14,788 80	17,695 87	32,484 67
1899	94	456,500 00	320,750 00	17,749 21	11,826 50	29,575 71
1900	118	371,360 00	213,700 00	11,237 70	6,855 17	17,592 87
		\$14,498,844 28	\$11,452,233 09	\$392,023 90	\$917,899 98	\$1,309,923 88

AVERAGE FOR 19 YEARS.

Property at Risk.....	\$762,833 91
Insurance	602,749 06
Loss on Real Estate.....	\$ 20,632 84
Loss on Personal Property.....	48,310 52
Average Loss per Annum.....	\$ 68,943 36

REPORT OF THE CHIEF TO THE BOARD.

Charleston, S. C., January 1st, 1901.

To the Chairman and Board of Fire-Masters:

Gentlemen—I herewith tender this, my annual report, on the working of the Fire Department for the year ending December 31st, 1900.

The Department has answered 118 alarms during the course of the year, being 24 more than the previous year, one of which was from Disher's Farm, opposite 4-Mile House, which was promptly attended to by Assistant Chief, with buggy and Chemical Engine.

December 19th, at 9.10 p. m., Mayor Smyth telephoned to send two Steamers and hose to Columbia, S. C., upon a telegram from Mayor Earle, asking for assistance, as a great fire was raging there, and was feared to get beyond control.

Chairman F. S. Rodgers heartily seconded the Mayor's efforts, and Engines and Hose Tenders of Nos. 1 and 4, with 2,000 feet hose, were sent to depot at once, the officers and men responding with the greatest alacrity.

His Honor Mayor Smyth, in a drenching rain, drove to the Southern Depot to hasten the special train he had previously telephoned for, and which the Train Dispatcher made all haste in getting ready. The Apparatus was just about being loaded, when, at 9.45 p. m., the Mayor received a second telegram from Columbia, saying the fire was under control, and the assistance asked for no longer needed.

The Engineers off duty for the night deserve credit for their prompt response in taking charge of the Reserve Engines and Hose Tenders in the Stations vacated.

The figures for losses and insurance are as follows:

Total Insurance.....	\$213,700 00
Total Loss.....	17,592 87
Insurance Loss.....	14,784 87
Loss over Insurance.....	2,808 00

Average loss during my time for seven years, \$28,885.10, being average per capita of 46 cents per annum.

May 18th, box 613, the fire having great headway before alarm was sounded, and much valuable property in danger, general alarm was sounded, but the district Engines succeeded in controlling it before the extra force arrived, and these were at once returned to quarters.

November 26th fire had great headway and box was repeated to call No. 2. Reserve Engines were placed to answer any other alarms.

All the other fires were subdued quickly, and in most cases without much loss.

HOUSES.

The buildings have been painted inside. A drill tower 70 feet high has been built alongside of No. 2 Engine House. This work has been mostly done by the members at the Central Stations, and they deserve much credit for their faithful work

The Truck House on John Street needs new sills all around and other necessary repairs.

Store House at Cannon Street needs new doors.

The other buildings are at present in good order.

The much needed lot on Wentworth Street, adjoining the Central Station, having been secured for the Department, a suitable building for the Reserve Apparatus should be placed thereon as soon as possible, plans and specifications for which the City Engineers kindly made last summer.

The cost of a very substantial building will be in the neighborhood of \$5,000.

I understand that the Health Department is greatly in need of larger and better quarters, and that the Queen Street Reserve House would be a most suitable building for the purpose. If this building, which it cost at least \$7,000 to build, can be transferred to the Health Department for \$4,000, it

would only need an appropriation of \$1,000 more for the Fire Department to place all the Apparatus under the eyes and immediate care of the Engineers at Central Stations at all times.

APPARATUS.

Engine No. 8 has been completely modernized, a new boiler of the Fox patent placed on same and the machinery made as good as new.

Engine 2 received new hind wheels.

Engines 2 and 4 new suctions.

Engine 5 new valves.

Engines 5 and 10 have been painted.

A set of Pompier Ladders, Belts and Life Net have been added for the drill school.

It gives me pleasure to commend the Engineers and Assistants for the interest they are taking in keeping all the Steamers up to their full power whenever they show the least signs of not putting up the required water pressure as compared with steam pressure at the monthly draughting tests, thus keeping all the machinery up to a high standard of efficiency.

The Heater at No. 7 Station is too weak for the pressure that needs to be carried on it, and needs replacing with new one.

HORSES.

There are at present thirty horses in service.

One too slow for fire work has been sold at cost price.

Two old ones were sold, and one of No. 2's Engine horses died from colic.

Four new ones have been purchased.

There are two which cannot stand the service, and need replacing with new ones.

HOSE.

1,000 feet new 2½ inch rubber-lined hose has been purchased and tested at 500 pound pressure.

1,473 feet have been condemned for fire service.

Serviceable hose on hand at present:

Good	8,843 feet.
With defective lining.....	1,177 feet.
Total.....	10,020 feet.

DISCIPLINE

The discipline has been up to the usual good standard, and I must again compliment the officers and men for their promptness in subduing all the fires, and their attention to perform all duties required of them.

FIRE DUTIES PERFORMED BY COMPANIES.

	Time on Duty.		Engine Worked.		Line Hose Laid.	No. of Feet Hose Laid.	No. of Fires Attended.	Section Hose Bursted.	Extinguishers Used.	Feet Ladders Raised.	Hooks Used.	Axes Used.	Buckets Used.	Tanks Used.
	Hrs.	M.	Hrs.	M.										
Chief's Buggy..	38	34	2	4	19	8,800	85		9					
Engine No. 1...	37	59	8	28	18	5,950	32		8					
Engine No. 2...														
Comb.Co. 3 stmr	57	40	12	35	34	6,350	110		29	755	36	72		44
Chemical Eng..	11	54					33			282	9	10		
Aerial Truck..					1	150	1							
Hose Wag. No. 3	48	19	10	2	25	13,050	37							
Engine No. 4...	44	25	18	34	13	8,900	38		2					
Engine No. 5...	42	33	9	4	25	12,300	39		8					
Engine No. 6...	40	23	10	52	29	13,350	45							
Engine No. 7...	58	1					65		41	2,342	102	61	27	
Truck No. 1.....														
Total.....	399	48	64	39	164	68,750	*	92	3,997	147	150	27	44	

Working Time of steamers 52 hours and 4 minutes.

Estimated number of Gallons Water used, averaging 250 Gallons per minute, with 1½ Nozzle, 781,000 Gallons.

CHEMICALS USED.

Chemical Engine.....	44 Tanks.
8 Gallon Extinguishers.....	51 Charges.
6 Gallon Extinguishers.....	41 Charges.

RESIGNATIONS.

September 23d, Assistant Engineer H. B. Dantzler, of Engine 6.

November 2d, Driver E. Edwards, of Engine 7.

November 3d, Callman F. L. Meyers, of Engine 2.

December 18th, Callman James Musgrove, of Engine 2.

DEATHS.

June 27th, Callman C. W. Brown, of Truck 1.

August 21st, Helper J. H. Minot, Engine 2.

APPOINTMENTS.

March 7th, W. A. Brandes, to Callman Engine 1.

CASUALTIES.

Feb. 1. Callman J. F. Cullen, Engine 1, fingers mashed in collision with Aerial Truck; disabled 20 days.

Dec. 14. Tillerman J. J. O'Brien, Truck 1, foot sprained on tournament through carelessness of two members of Truck Company; disabled three weeks.

OTHER CASUALTIES.

Feb. 1. Box 165, Mrs. Devane burnt to death, being alone in house, and fire not discovered until it broke outside.

Feb. 22. Box 452, Julian Labate fatally burnt from accident with brazier.

LIVE STOCK BURNT.

Feb. 7. Box 74, two horses burnt to death.

BUILDING INSPECTION.

25 stove pipes and chimneys were reported, examined, and owners were notified where not in compliance with law.

The chimneys in one building were inspected by notice from owner, and certified as being built according to law.

Five roofs were found repaired with combustible material, and owners made to comply with law.

The laws prohibiting the repairing of roofs with combustible material are being generally complied with now, and in every case where information was received of violations the owners were notified and complied.

Answering two alarms, flues were found with large holes in them, bricks being left out. This covered with plastering laths and plastered over, thus showing the criminal disregard of the laws by some contractors or workmen, and the necessity of all work done on chimneys and flues being inspected before being covered.

I wish to thank again the officers and members of the Police Force for their vigilance in giving several night alarms especially prompt, for their uniform courtesy and harmonious manner with which they have given their assistance at all fires.

Also Mr. I'on Simons, the City Electrician, for his continued attention to protect the fire alarm wires. Mr. B. E. Bicaise, as usual, has kept all the fire alarm Apparatus in first-class condition, as his report will show.

The Consolidated Railway, Gas and Electric Company deserves credit for the manner in which they have placed their Emergency Wagon to respond to all alarms as quick as the Fire Apparatus, and I wish to thank Foreman S. L. Welsh and his men for their promptness and voluntary assistance in fighting fires as well as watching out for our safety from dangerous wires.

To the Chairman and Board of Fire-Masters, I beg to return again my thanks for their great interest in allowing everything that can be of any benefit to improve the service and reduce the fire loss, and for their continued confidence placed in me.

Very respectfully,

O. G. MARJENHOFF,

Chief Fire Department.

**QUICKEST TIME FOR FULL COMPANIES OF
TWELVE MEN EACH, TO ANSWER ROLL-
CALL AT FIRES OR ALARMS FROM FIRST
STROKE OF GONGS.**

Day Time —6 A. M. to 6 P.M.

Engine No. 1—Feb. 22, Box 452 at 4.38 p. m., 10 min.
Engine No. 2—Dec. 25, Box 623 at 4.13 p. m. 8 min.
Engine No. 3—May 6, Box 526 at 11.11 a. m., 10 min.
Engine No. 4—Aug. 31, Box 121 at 2.17 p. m., 14 min.
Engine No. 5—Aug 31, Box 121 at 2.17 p. m., 15 min.
Engine No. 6—Jan. 29, Box 542 at 3.57 p. m., 8 min.
Engine No. 7—May 30, Box 74 at 1.50 p. m., 10 min.
Truck No. 1—May 30, Box 74 at 1.50 p. m., 10 min.

Night Time—6 P. M., to 6 A. M.

Engine No. 1—Dec. 12, Box 615 at 9.07 p. m., 13 min.
Engine No. 2—May 26, Box 55 at 6.55 p. m., 9 min.
Engine No. 3—Dec. 17, Box 616 at 8.54 p. m., 9 min.
Engine No. 4—July 29, Box 362 at 8.49 p. m., 6 min.
Engine No. 5—Dec. 26, Box 615 at 6.34 p. m., 10 min.
Engine No. 6—April 17, Box 85 at 5.04 a. m., 10 min.
Engine No. 7—Nov. 9, Box 535, at 9.20 p. m., 9 min.
Truck No. 1—Feb. 1, Box 165 at 7.50 p. m., 6 min.

**Lowest number of men at any time on fire ground with
first apparatus within one minute, 5.**

**Highest number of men at any time with the first four
apparatus arriving, all within three minutes, 28.**

Record of Attendance at Bell Alarms.

Chief—Sick 2, leave of absence 2, attended 62.

Assistant Chief—Leave of absence 10, attended 55.

Chief's Driver—Attended 65.

Supply Wagon Driver—Leave of absence 1, attended 64.

ENGINE No. 1.**Permanent Force.**

Engineer B. E. Bicaise—Leave of absence 1, attended 64,

Assistant Engineer T. E. Watson—Attended 65.

Lineman J. Fitzgerald—Leave of absence 1, did not hear 1, attended 63.

Driver C. Brown—Attended 65.

Driver J. Gibbs—Did not hear 1, attended 64.

Helper J. Ladson—Attended 65.

Call Force.

Foreman H. D. Rambke—Did not hear 1, attended 64.

Callman F. Vogt—Leave of absence 1, did not hear 2, attended 62.

Callman J. F. Cullen—Sick 4, did not hear 2, attended 59.

Callman J. Jones—Did not hear 1, attended 64.

Callman O. R. I. Vicadomini—Sick 1, leave of absence 1, did not hear 1, attended 62.

Callman W. A. Brandes—Did not hear 1, attended 64.

Company attendance, 97 per cent.

ENGINE No. 2**Permanent Force.**

Engineer E. A. Lloyd—Attended 65.

Assistant Engineer M. J. Grace—Leave of absence 1, did not hear 1, attended 63.

Driver William Webb—Attended 65.

Driver F. Gibbs—Attended 65.

Helper — — —Did not hear 1, attended 64.

Call Force.

Foreman E. J. Lacassagne—Attended 65.

Callman M. Barry—Sick 8, did not hear 1, attended 56.

Callman P. F. Lynch—Attended 65.

Callman G. F. Fosberry—Leave of absence 1, did not hear 1, attended 63.

Callman — — —Leave of absence 1, attended 64.

Callman — — —Attended 65.

Callman E. Parsons—Did not hear 1, attended 64.

Company attendance, 98 per cent.

ENGINE N. 3.

Permanent Force.

Foreman M. Morris—Attended 65.

Tillerman A. Myers—Attended 65.

Tillerman G. Moore—Sick 1, did not hear 1, attended 63.

Tillerman T. Daggett—Attended 65.

Driver T. Goff—Attended 65.

Driver A. Simmons—Attended 65.

Call Force.

Callman P. Mandich—Sick 4, attended 61.

Callman G. Zwingmann—Sick 1, did not hear 2, attended 62.

Callman J. Costello—Sick 2, leave of absence 1, did not hear 3, attended 59.

Callman D. Melfi—Did not hear 2, attended 63.

Company attendance, 98 per cent.

ENGINE No. 4.

Permanent Force.

Engineer J. P. Sullivan—Sick 1, attended 64.

Assistant Engineer G. F. Rose—Attended 65.

Driver J. Sanders—Did not hear 1, attended 64.

Driver C. R. Bates—Leave of absence 1, attended 64.

Helper C. F. Pequett—Attended 65.

Call Force.

Foreman A. J. Jager—Leave of absence 1, attended 64.
Callman J. S. Barton—Attended 65.
Callman F. E. Hurst—Leave of absence 2, attended 63.
Callman W. G. Jones—Leave of absence 1, did not hear 2, attended 62.
Callman J. T. Keckley—Sick 8, attended 57.
Callman J. J. Finnigan—Attended 65.
Callman R. L. Alderson—Did not hear 2, attended 63.
Company attendance, 98 per cent.

ENGINE No. 5.**Permanent Force.**

Engineer B. W. Donnell—Attended 65.
Assistant Engineer William Roberts—Sick 5, did not hear 1, attended 59.
Driver R. Wardlaw—Attended 65.
Driver D. Bowman—Attended 65.
Helper W. H. Lockwood—Attended 65.

Call Force.

Foreman W. F. McGinnis—Attended 65.
Callman M. J. Nolen—Did not hear 2, attended 63.
Callman R. M. Sigwald—Sick 1, did not hear 2, attended 62.
Callman T. E. Knickmeyer—Did not hear 1, attended 64.
Callman W. J. Bennett—Did not hear 3, attended 62.
Callman J. J. Bennett—Did not hear 1, attended 64.
Callman — — —Attended 65.
Company attendance, 98 per cent.

ENGINE No. 6.**Permanent Force.**

Engineer T. W. Halsall—Leave of absence 1, attended 64.
Assistant Engineer J. H. Schreiver—Did not hear 2, attended 63.

Driver E. Hills—Sick 2, did not hear 1, attended 62.

Driver William Nelson—Attended 65.

Helper W. J. Jones—Attended 65.

Call Force.

Foreman A. Axson—Attended 65.

Callman J. A. Young—Did not hear 1, attended 64.

Callman D. Dohrmann—Sick 9, did not hear 1, attended 55.

Callman H. F. Behrens—Did not hear 1, attended 64.

Callman A. L. Knickmeyer—Did not hear 1, attended 64.

Callman Edward Begley—Did not hear 2, attended 63.

Callman J. E. Smith—Did not hear 4, attended 61.

Company attendance, 97 per cent.

ENGINE NO. 7.

Permanent Force.

Engineer W. H. Sigwald—Leave of absence 1, attended 64.

Assistant Engineer G. J. Veronee—Leave of absence 1, did not hear 1, attended 63.

Driver A. McKenney—Did not hear 2, attended 63.

Driver — — —Attended 65.

Helper S. Waiters—Sick 1, attended 64.

Call Force.

Foreman E. M. Droze—Leave of absence 2, attended 63.

Callman J. P. Keegan—Did not hear 1, attended 64.

Callman W. L. Dixon—Did not hear 4, attended 61.

Callman A. W. Rose—Leave of absence 2, attended 63.

Callman E. F. Sweeney—Sick 1, leave of absence 1, attended 63.

Callman G. M. Worrell—Did not hear 2, attended 63.

Callman S. T. Roberts—Attended 65.

Company attendance, 98 per cent.

TRUCK No. 1.**Permanent Force.**

Tillerman J. J. O'Bryen—Sick 4, attended 61.

Assistant Tillerman J. L. Shecut—Sick 1, attended 64.

Driver H. C. Ford—Attended 65.

Helper J. W. Marshall—Sick 1, attended 64.

Call Force.

Foreman W. G. Fridie—Sick 15, missed 1, did not hear 1, attended 48.

Callman A. H. Miller—Did not hear 5, attended 60.

Callman J. A. Nell—Attended 65.

Callman C. B. Jenkins—Attended 65.

Callman — — —Sick 1, attended 64.

Callman G. M. Mears—Sick 4, attended 61.

Callman A. H. Kiddell—Sick 1, did not hear 1, attended 63.

Company attendance, 95 per cent.

**REPORT OF SUPERINTENDENT OF FIRE ALARM
TELEGRAPH TO THE BOARD.**

Charleston, S. C., January 1, 1901.

To the Chairman and Board of Fire-Masters:

Gentlemen—I hereby tender my report of work done on the Fire Alarm Telegraph during the year ending December 31st, 1899.

Gongs and Indicators of the Consolidated Railway, Gas and Electric Company at the Power House and Emergency Wagon Station have been connected with the Fire Alarm System.

Repairs have been made to the Bell machinery at the Orphan House, Cannon Street, and Headquarters.

Fifteen Alarm Boxes, damaged by lightning and weather, and one, broken by accident, have been repaired.

Gong at No. 7 Station repaired.

New Magnets put in Orphan House Bell and No. 7's Gong.

Five open circuits caused by trees, lightning and fire, were each repaired within two hours.

Not much new work has been done the past year on the lines, but a great deal of transferring of wires and boxes for the accommodation of other companies has been done at their expense, by Lineman Fitzgerald, under the supervision and by orders of the City Electrician.

Number of Box Signals During the Year.

Noon, struck from Box 12	312 times.
Test Alarms from all Boxes in rotation.....	155 times.
Alarms for Fires.....	65 times.
ColdWave Signal (Box 12 at 2 p. m.).....	6 times.

Total..... 338 Signals.

Very respectfully,

B. E. BICAISE,
Acting Superintendent F. A. T.

REPORT OF THE SUPERINTENDENT OF HORSES TO THE BOARD.

Charleston, S. C., January 1st, 1901.

To the Chairman and Board of Fire-Masters:

Gentlemen—I respectfully submit my Annual Report, from January 1st to December 31st, 1900.

VETERINARY ATTENDANCE.

Engine No. 1.

January 16th, engine horse Dandy, for appetite.

March 16th, new engine horse for worms.

March 18th, reel horse, repaired teeth.

Engine No. 2.

February 22nd, engine horse, repaired teeth.

September 14th, reel horse for colic.

October 3rd, engine horse for colic, died.

October 18th, reel horse for indigestion.

December 24th, both engine horses for coughs and colds.

Combination Co. No. 3.

August 1st to September 15th, chemical engine horse for sore foot.

August 10th, chemical engine horse for colic.

March 3rd, chemical engine horse, repaired teeth.

March 5th, chemical engine horse for appetite and cold.

June 9th, chemical engine horse for cough and cold.

July 15th, chemical engine horse for sore foot.

July 18th, chemical engine horse for cough and cold.

December 27th, chemical engine horse for appetite and gravel.

January 6th, aerial truck horse for appetite.

March 3rd aerial truck horse for appetite.

May 6th aerial truck horse for stiffness.
June 15th, aerial truck horse for stiffness.
September 22nd, aerial truck horse for lameness.
December 27th, aerial truck horse for gravel.

Engine No. 4.

March 2nd, reel horse for abscess in mouth.

Engine No. 5.

April 17th, reel horse for lameness.
June 24th, engine horse for colic.
June 26th, engine horse for colic.
September 15th to 24th, engine horse for sore shoulder.
September 24th, engine horse for lameness.
October 15th reel horse for sore foot.
November 8th, reel horse for lameness.

Engine No. 6.

May 28th, reel horse for bruise on side.
July 2nd, reel horse for sore foot.
December 27th, engine horse for lameness and appetite.

Engine No. 7.

January 5th, engine horse for appetite.
May 10th, engine horse for lameness and appetite.
June 18th, engine horse for lameness.
July 30th, engine horse for lameness.
October 13th to 30th, engine horse for lameness.
December 23rd to 31st, reel horse for broken hoof.

Truck No. 1.

February 27th, horse Martin, for colic.
March 12th, horse Martin, for colic.
March 14th, horse Sigwald, for lameness.
April 17th to June 12th, horse Sigwald, for lameness and hollow hoof.
June 12th, horse Martin, for itch.

July 2nd, horse Martin, for colic.

July 25th, horse Sigwald, for nail in foot.

August 5th, horse Martin, for itch.

October 26th, horse Sigwald, for lameness.

December 20th, horse Martin, for colic.

Supply and Reserve Horses.

February 1st, wagon horse, for staggers.

February 12th, wagon horse, for staggers.

April 27th, wagon horse, for bone in foot.

March 20th wagon horse, repairing teeth.

August 10th to September 10th, horse Dick, for founder.

December 10th to 24th, horse Dandy, for founder.

June 24th, horse Frank, for lameness.

Chief's Horse.

March 21st, repaired teeth.

September 8th, for sore foot.

I visit the Stations regularly every twenty-four or forty-eight hours, also superintend the buying and trying of horses for the Fire Department, and assist in selecting the feed for the horses.

Yours respectfully,

M. HOGAN,
Superintendent of Horses.

REPORT OF CHIEF OF POLICE.

Central Station, Office Chief of Police,
Charleston, S. C., January 1st, 1901.

To the Honorable the Mayor and City Council of Charleston.

Gentlemen—Herewith I respectfully present for your consideration my annual report of the Police Department for the year ending December 31st, 1900, together with a few recommendations looking toward an improvement in the service.

STRENGTH OF THE FORCE.

The force has been kept at its full strength, viz:

One Chief, three Lieutenants, one Chief of Detectives, two Orderly Sergeants, eight Line Sergeants, three Detectives, eighty-five Privates, four Gate Sentinels, two Daymen, five Drivers, one City Electrician.

The twelve additional men given last year by Council have enabled me to fill six more posts, which have been selected from portions of the city heretofore unprotected.

Section 5, of Rule 86 governing appointments, reads: "He is at least five feet six inches in height." Experience has shown that this standard is too low, and I recommend that hereafter five feet eight inches be the minimum height required of an applicant for position upon the Police Force.

HEALTH OF THE DEPARTMENT.

The health of the Department has been unusually good, and free from epidemics of any character.

It is my painful duty, however, to announce three (3) deaths, as follows:

September 29th, 1900, Gateman James Foley died suddenly at his residence, No. 100 Anson Street.

October 5th, 1900, Private John Fitzgibbon was taken suddenly ill while on duty on Post 221, 36; he was sent to his home, No. 45 Wentworth Street, where he died, 10.35 o'clock P. M., October 19th, 1900.

November 8th, 1900, Sergeant William D. Livingston was taken suddenly ill while in garrison; he was sent to his home, and afterwards to the Infirmary, where he died, 6.30 o'clock A. M., November 25th, 1900.

All of whom were good and efficient officers.

In addition to the above, one (1) sergeant, ten (10) privates, and three (3) drivers were also painfully, but not seriously injured, while in the performance of their duties; and four (4) sergeants, fifty (50) privates, two (2) gatemen, and one (1) driver were taken suddenly ill while on duty, and allowed to leave their divisions and posts.

**Statement of Charges Preferred Against Members of the
Force, the Disposition of Charges, Etc.**

CHARGES	DISPOSITION				
	Excused	Fined	Resigned	Suspended	Discharged
Absent from roll call.....16 Privates	6	10			16
Absent without leave.....2 Sergeants	2				2
Absent without leave.....20 Privates	7	13			20
Allowing prisoners to escape.....3 Privates	3				3
Asleep on post.....3 Privates		2		1	3
Assault.....4 Privates	4				4
Being off post.....21 Privates	7	12	1	1	21
Conversing on duty.....3 Privates		3			3
Conduct unbecoming an officer.....1 Detective	1				1
Conduct unbecoming an officer.....14 Privates	8	4	1	1	14
Dishonesty.....1 Dayman				1	1
Continuous absence from duty.....1 Private				1	1
Failing to furnish doctor's certificate..9 Privates	5	4			9
Intoxication.....1 Detective		1			1
Intoxication.....3 Privates		1	1	1	3
Insubordination.....2 Privates		1	1		2
Interfering with citizen.....1 Private	1				1
Leaving division before being relieved..4 Sergeants		4			4
Leaving post before being relieved...9 Privates	3	6			9
Neglect of duty.....27 Privates	20	7			27
Neglect of duty.....1 Dayman	1				1
Neglect of duty.....1 Driver				1	1
Refusing to make arrests.....2 Privates	1	1			2
Smoking on streets while in uniform..2 Privates		2			2
Smoking on duty.....1 Gateman		1			1
Sitting down while on duty.....5 Privates		5			5
Unnecessarily clubbing prisoners.....2 Privates	2				2
Unnecessarily firing pistol.....1 Private	1				1
Wearing citizen's dress without permis- sion.....2 Privates		2			2
Total.....162.....	72	79	8	2	6
					162

VACANCIES AND APPOINTMENTS.

During the past year the following vacancies have occurred, and the following appointments made to fill them:

Resigned without charges.....	1 Sergeant
Resigned without charges.....	4 Privates
Resigned under charges.....	3 Privates

Discharged for cause	4 Privates
Discharged for cause	1 Dayman
Discharged for cause	1 Driver
Death	1 Sergeant
Death	1 Private
Death	1 Gateman
Vacancies caused by promotion	2 Privates
Relieved from duty as patrolman and appointed as gateman	1 Private
Total	20

APPOINTMENTS.

Sergeants	2
Privates	15
Gateman	1
Driver	1
Dayman	1
Total	20

In addition to the above appointments, twelve (12) additional men were appointed February 28th, 1900, under a resolution of City Council, increasing the number of patrolmen from seventy-three (73) to eighty-five (85).

EXECUTION OF THE VAGRANT LAW.

Every effort has been made to see that the vagrant law be rigidly enforced, and I invite your attention to the statement given below, in figures, comparing the number of arrests and amount of fines imposed both in the Recorder's Court and the Police Court, and collected for the year 1900, as against those for the year 1899.

I also give you a like statement for the years 1898, 1899 and 1900, the time that I have been at the head of the Department, as against the three previous years of 1895, 1896 and 1897.

NUMBER OF ARRESTS AND THE AMOUNT OF FINES IMPOSED AND COLLECTED FOR YEARS 1899 AND 1900.

Number of arrests made for year 1900	3,455
Number of arrests made for year 1899	3,261
Increase in number of arrests for 1900	194

Amount of fines imposed at Police Court for 1900.....	\$22,452 50
Amount of fines imposed at Police Court for 1899.....	18,252 00
Increase of fines for 1900.....	\$ 4,200 50
Amount paid to City Treasurer for 1900.....	\$ 5,912 80
Amount paid to City Treasurer for 1899.....	4,673 60
Increase of fines paid City Treasurer for 1900.....	\$ 1,239 20

**NUMBER OF ARRESTS AND THE AMOUNT OF FINES IMPOSED
AND COLLECTED FOR YEARS 1895, 1896 AND 1897.**

Number of arrests made for year 1895.....	3,206
Number of arrests made for year 1896.....	2,898
Number of arrests made for year 1897.....	2,634
Total arrests for three years.....	8,738
Amount of fines imposed at Police Court for 1895.....	\$ 9,129 00
Amount of fines imposed at Police Court for 1896.....	9,482 25
Amount of fines imposed at Police Court for 1897.....	7,868 50
Total amount of fines imposed for three years.....	\$26,479 75
Amount paid to City Treasurer for year 1895.....	\$ 2,117 46
Amount paid to City Treasurer for year 1896.....	2,974 75
Amount paid to City Treasurer for year 1897.....	2,113 50
Total amount paid to City Treasurer for three years..	\$ 7,205 71

**NUMBER OF ARRESTS AND THE AMOUNT OF FINES IMPOSED
AND COLLECTED FOR YEARS 1898, 1899 AND 1900.**

Number of arrests made for year 1898.....	2,776
Number of arrests made for year 1899.....	3,261
Number of arrests made for year 1900.....	3,455
Total arrests for three years.....	9,492
Amount of fines imposed at Police Court for 1898.....	\$11,622 20
Amount of fines imposed at Police Court for 1899.....	18,252 00
Amount of fines imposed at Police Court for 1900.....	22,452 50
Total amount of fines imposed for three years.....	\$52,326 70
Amount paid to City Treasurer for year 1898.....	\$ 2,967 20
Amount paid to City Treasurer for year 1899.....	4,673 60
Amount paid to City Treasurer for year 1900.....	5,912 80
Total amount paid to City Treasurer for three years..	\$13,553 60

RECAPITULATION.

Number of arrests for years 1898, 1899 and 1900.....	9,492
Number of arrests for years 1895, 1896 and 1897.....	8,738
Increase in arrests for 1898, 1899 and 1900	754
Amount of fines imposed for years 1898, 1899 and 1900.....	\$52,326 70
Amount of fines imposed for years 1895, 1896 and 1897.....	26,479 75
Increase in fines for years 1898, 1899 and 1900.....	\$25,846 95
Paid to City Treasurer for years 1898, 1899 and 1900.....	\$13,553 60
Paid to City Treasurer for years 1895, 1896 and 1897.....	7,205 71
Increase in fines paid to City Treasurer for years 1898, 1899 and 1900.....	\$ 6,347 89

To the untiring efforts and judicious decisions of Recorder Jervey, much is due for the manner in which the vagrant law has been enforced, and I am deeply sensible and profoundly grateful to him generally for his co-operation.

EXECUTION OF DISPENSARY LAW.

Every diligence has been exercised, and every aid rendered the State Constables in carrying out the Dispensary Law, and I give below the number of warrants taken out, also number of raids, and amount of liquor seized during the past year.

The raiding squad making these raids has been in charge of Sergeant E. P. Cantwell, who has at all times displayed good judgment in executing my instructions.

I find that a great deal of the liquor taken from the blind tigers is in dispensary bottles, sealed by the State authorities, which plainly shows that the local dispensaries here are selling to illicit dealers.

**NUMBER OF SEARCH WARRANTS SWORN OUT BEFORE
MAGISTRATES.**

Search warrants served.....	1,218
Search warrants not served.....	27
Total number of warrants sworn out.....	1,245

In addition to the above, four hundred and ninety-seven (497) raids were made on the ground floors without warrants, with the following results:

Seizures made.....	190
Nothing found.....	307
Number of raids without warrants.....	497

NUMBER OF CASES BOUND OVER FOR THE COURT OF SESSIONS DURING THE YEAR, FOR VIOLATIONS OF THE DISPENSARY LAW.

February, 1900, Term of Court.....	40 Cases
June, 1900, Term of Court.....	39 "
November, 1900, Term of Court.....	41 "
Total number of cases bound over.....	120

AMOUNT OF CONTRABAND LIQUOR SEIZED.

Kegs of whiskey (ten gallons).....	2
Demijohns of whiskey.....	20
Jugs of whiskey.....	3
Demijohns containing wine.....	2
Jugs containing wine.....	2
Bottles containing whiskey.....	455
Bottles containing gin.....	16
Bottles containing wine.....	6
Kegs of beer.....	151
Bottles of beer.....	7,085

DISPOSITION OF CONTRABAND LIQUOR.

Five shipments of contraband liquor were made to the State Commissioner at Columbia, S. C., for the year 1900, viz:

SHIPPED APRIL 13th, 1900.

Whiskey, ten gallon kegs.....	1
" one gallon demijohns.....	10
" half gallon demijohns.....	2
" two gallon jugs.....	1
" quart bottles.....	21
" half pint bottles.....	45
Wine, three gallon jugs.....	1

SHIPPED MAY 30th, 1900.

Whiskey (Baker's), ten gallon kegs..... 1

SHIPPED JULY 25th, 1900.

Whiskey, two gallon demijohns..... 1
 " one gallon demijohns..... 2
 " quart bottles..... 12
 " half pint bottles..... 49
 Wine, one gallon jugs..... 1
 " quart bottles..... 1

SHIPPED NOVEMBER 16th, 1900.

Whiskey, five gallon demijohns..... 1
 " two gallon demijohns..... 1
 " one gallon demijohns..... 2
 " quart bottles..... 23
 " pint bottles..... 8
 " half pint bottles..... 24

SHIPPED DECEMBER 15th, 1900.

Whiskey, five gallon demijohns..... 1
 " two gallon demijohns..... 1
 " one gallon demijohns..... 2
 " quart bottles..... 30
 " pint bottles..... 26
 " half pint bottles..... 64
 Wine, one gallon demijohns..... 1
 Gin, quart bottles..... 6

DETECTIVE DEPARTMENT.

The detective department, under the direction of Chief Detective James Miller, has performed good service since my last report, as the number of criminals sent to the Court of General Sessions, and the amount of property recovered, will show.

POLICE SIGNAL AND TELEPHONE SERVICE.

The old and worn out system, known as the Chicago Pattern, has been replaced by the "up-to-date" Gamewell Police Telegraph, which, under the energetic and skillful

managment of City Electrician Simons, has proven a powerful adjunct to the Police Department.

MORE ROOM REQUIRED FOR PRISONERS.

Owing to the crowded condition of the station, and a lack of room for the accommodation of prisoners, as well as the damp and unhealthy condition of cells over cistern, I respectfully recommend that the building corner of King and Hudson Streets be remodelled, so as to furnish room for the officers' horses, and such horses of the Department that need stables, when the space now occupied by the officers' horses could be utilized for the erection of cells, adding much to the comfort now so greatly needed for prisoners.

I also urgently recommend that Hudson Street be paved or macadamized, as the present condition of this street, particularly that portion in front of stables, is such as to make it impossible for the horses to haul the wagons through it at a speed necessary to fill a call.

All of which is respectfully submitted.

Official:

THOMAS P. MORAN,

Orderly Sergeant.

W. A. BOYLE,

Chief of Police.

Statement showing Number of Persons Arrested During the
Year, and Cause of their Arrest.

OFFENCES.	WHITES		COL'D		Total Arrests
	Males	Females	Males	Females	
Applied for lodging	48	3	10	..	61
Assault	20	2	103	32	157
Assault, aggravated	27	2	69	11	109
Assaulting an officer	2	..	14	4	20
Allowing chimney to take fire	1	..	2	4	7
Allowing dog to run at large and bite	1	1	5	4	11
Attempted Suicide	1	3	..	6	10
Attempted Rape	..	..	3	..	3
Attempting to Poison	..	..	1	..	1
Arson	..	..	1	..	1
Accidentally killed	1	..	2	1	4
Accidentally drowned	1	..	1	..	2
Accompanying parade through the streets	..	..	11	1	12
Abandoned infant	..	..	..	1	1
Burglary	..	..	6	..	6
Burglary and larceny	..	1	17	1	19
Breach of the peace	29	3	74	96	202
Breach of Trust and larceny	..	..	1	..	1
Burnt to death	..	1	..	..	1
Burning fuel contrary to city ordinance	1	..	..	..	1
Buggery	1	..	..	..	1
Carrying concealed weapons	8	..	54	..	62
Careless driving	..	..	5	..	5
Careless riding	..	..	2	..	2
Cruelty to animals	1	..	4	..	5
Cruelty to children	..	..	1	..	1
Car breaking	1	..	1	..	2
Car breaking and larceny	1	..	12	..	13
Drunk	44	2	42	4	92
Drunk and disorderly	97	24	167	62	350
Disorderly conduct	84	22	312	156	574
Disorderly persons	35	6	215	39	295
Died suddenly	1	..	14	5	20
Detained as witnesses	2	3	12	6	23
Destroying trees	..	..	2	1	3
Driving across pavement	..	..	1	..	1
Doing business on Sunday	1	1	1	..	3
Disturbing public worship	..	..	2	..	2
Desertion	1	..	1	..	2
Escaped convict	1	..	2	..	3
Exposure of person	..	..	6	2	8
Erecting building without permit	..	..	1	..	1
Erecting cistern contrary to ordinance	1	..	..	..	1
Found sick	60	7	99	24	190
Found injured	12	..	26	2	40
Found wounded	13	1	84	19	117

Number of Persons Arrested—Continued.

OFFENCES	WHITES		COL'D		Total Arrests
	Males	Females	Males	Females	
Found dead	7		6	3	16
Found drowned			5	1	6
Fast riding			2		2
Firing pistol	6		12		18
Firing gun			2		2
Firing Crackers	1		4		5
Forgery	1		1		2
Gambling	7		121		128
Highway robbery	1		14	5	20
Hauling dead animals contrary to ordinance			2		2
Hauling contraband liquor in night time			2		2
Housebreaking				3	3
Housebreaking and larceny			12	2	14
Insane	5	1	20	5	31
Interfering with an officer	1		6	7	14
Jumping on cars while in motion			2		2
Keeping a disorderly house		1			1
Kidnapping			1		1
Larceny (petty)	8	1	181	33	223
Larceny (grand)	5	5	37	9	56
Larceny from the person	1		1		2
Larceny live stock			4		4
Larceny from the field			1		1
Lodged on telegram	1	1	1		3
Lodged on warrant	7		40	10	57
Lodged subject to warrant	1		20	3	24
Lodged subject to order Coroner	1		13	1	15
Lodged for safekeeping	106	5	15	1	127
Lodged on suspicion			6		6
Malicious mischief	3		2		5
Murder	2		12	1	15
Obstructing sidewalk	1		11		15
Obtaining goods by false pretences	5				2
Obtaining money by false pretences			2		2
Peddling without license			4		4
Putting out garbage after hours		1			1
Refusing to have chimney swept			4	9	13
Refusing to pay for sweeping chimney		1			1
Refusing to clean premises			7		7
Running vehicle without license	17	1	18	1	37
Running lottery	1		7		8
Running car at high rate of speed	2				2
Riding bicycle without light	1		6		7
Riding bicycle on sidewalk			9		9
Rolling push cart on sidewalk			1		1
Rolling wheelbarrow on sidewalk			1		1
Rescued from drowning		1			1

Number of Persons Arrested—Continued.

OFFENCES	WHITES		COL'D		Total Arrests
	Males	Females	Males	Females	
Selling vegetables without license.....			15		15
Selling fish without license.....			4		4
Selling lottery tickets.....	1		7		8
Spitting on sidewalk.....			4		4
Smoking on wharves.....	4		1		5
Swindling.....			1		1
Suicide.....	1	1	1		3
Trespass.....	4		30	1	35
Using unstamped measures.....			1		1
Violation quarantine laws.....	1		2		3
Wife beating.....	1		12		13

Sentences.

	WHITES		COL'D		Total
	Males	Females	Males	Females	
Bail forfeited.....	72	14	106	29	221
Delivered to warrant.....	9		61	13	83
Delivered to officer.....	2		6	1	9
Delivered to parents.....		1	1	1	3
Dismissed.....	277	32	428	128	865
Fined (no imprisonment).....	1		1	6	8
Referred to Coroner.....	15	1	57	11	84
Referred to Magistrate.....	65	7	228	40	340
Referred to Probate Judge.....			1		1
Sent to chain gang.....	137		806		943
Sent to jail.....	31	81	159	293	514
Sent home.....	9	1	6	1	17
Sent to Infirmary.....	1				1
Sent to Hospital.....	80	14	218	52	364
Sent to Old Folk's Home.....			1	1	2
	699	101	2079	576	3455

Fines Imposed and Paid.

	Amount of Fines Imposed at Po- lice Court.	Amount of Fines Paid by Pris- oners.	Amount Paid to Treasurer.	Amount of For- feitures De- ducted from Pay of Police for Lost Time.	Amount of Fines Imposed on Po- lice for Viola- tion of Rules & Regulations.
1st Quarter. . . .	\$ 5,595 50	\$ 1,180 30	\$ 1,180 30	\$ 420 21	\$ 26 50
2d Quarter. . . .	5,609 50	1,406 10	1,400 10	430 17	80 50
3d Quarter. . . .	5,863 00	1,788 00	1,788 00	503 41	62 00
4th Quarter . . .	5,899 50	1,295 40	1,295 40	391 98	80 00
	\$22,467 50	\$ 5,663 80	\$ 5,663 80	\$ 1,745 77	\$ 249 00

RECOVERED PROPERTY.

1 K. of M. pin set with pearls and diamonds, cash, \$1.25, 1 suit clothes, 1 overcoat, 2 trunks, 1 overcoat, 1 bicycle, 2 gold rings, 1 velocipede, 1 scarf pin, 3 dozen plates and lot china ware, 1 lot lead pipe, 1 F. C. Smith hammerless gun, 1 Ithica hammer gun, 1 Parker gun, 1 patent razor, 6 razors, 1 hammerless S. & W. pistol, 2 S. & W. pistols, 1 S. & W. pistol, 32 calibre, 1 Iver and Johnson pistol, 1 American Bull Dog pistol, 2 toilet clippers, 1 box small knives, 1 shaving brush, 1 bread knife, 1 box Rodgers' knives, 3 boxes cartridges, 1 rifle and pistol, 7 boxes gun cartridges, 5 pairs pants, 1 dress coat, 1 boy's jacket, 1 vest, 1 shirt, 1 trunk containing letters, etc., 1 S. & W. pistol, 1 Iver and Johnson pistol, 11 coats, 2 vests, 7 pairs pants, 3 undershirts, 8 cards insertion, and 22 cards lace, 1 gold watch, 1 gold bracelet, 1 gold brooch, 1 gold ring, 2 copper rings, 1 broken gold ring, 3 pairs gold earrings, 1 gold cross, 2 small gold chains, 1 brass chain, 1 brass locket and chestnut, 1 gold watch key, 1 brass pin and stud, 1 gold button and 2 plated buttons, 1 buggy blanket, 1 set buggy harness,

1 lot underclothing, 1 Spalding bicycle, 1 violin, 1 valise and contents, 1 halter, 2 nickel in slot machines, 1 bicycle, 4 pieces old brass, 1 nickel in slot machine, 1 roll wire, 1 nickel in slot machine, 1 license, 1 box dry goods, 1 nickel in slot machine, 3 overcoats, cash 10 cents, 2 dice, cash \$15.65, cash \$2.85, 1 bicycle, 1 ladies' parasol, 1 sack oats, 1 clock, 1 banjo, 1 mandolin, 1 lottery wheel and tickets, 1 gold pin, 2 silver watches, 1 zither, 1 bag coffee, 1 lottery wheel and table, 3 fowls, 1 lot rope, 1 pearl handled umbrella, 1 lot solder, 3 double blankets, 2 white sheets, 1 white spread, 1 goat, 1 ladies' hat, 2 pictures, 1 plate, 1 book, 1 lot lead pipe, 1 lottery wheel, 1 vest, 1 lot doilies, cash 10 cents, tickets, drawings, etc., to lottery outfit, 1 trunk containing lot of papers, 1 lot brasses, 1 coat, 8 hats, 4 shawls, 1 cape, 1 gold watch, 2 overcoats, 1 lot copper, 1 box raisins, 1 overcoat, 1 boat, 3 brasses and switch key, 1 pair shoes, 2 clocks, 1 pair shoes, 1 lot car brasses, 5 pairs curtains, 17 pieces clothing, 3 hats, 1 silk skirt, 4 pieces clothing, 1 valise, 1 lot clothing, 2 guns, 1 pistol, 1 cape and some clothing, 2 mosquito nets, 1 lot clothing, 1 guitar, 1 album, 1 book, 1 head rest, 1 lot photographs, 1 license, 6 pieces copper wire, 1 hat and box, 2 jars, 1 box containing candy, 1 box cigarettes, 1 lot cakes and soap, 1 pair shoes, 1 bicycle, 11 rose bushes and plants, 3 sticks sugar cane, 1 board, slate tickets, etc., 1 lot lottery tickets, 1 gold watch and chain, 1 lot clothing and glassware, 1 bicycle, 1 pair pants, 1 skirt, 1 pair earrings, 1 pair silver buttons, 1 gold chain and part of harness, 1 watch, 2 case sardines, 1 box tobacco, 1 bolt cloth, 1 trunk strap, 1 diamond pin, 1 pair gold earrings, 2 gold chains, 2 lockets, 1 gold chain bracelet, 5 silver harts, 1 open face gold watch, 1 nickel watch, cash 63 cents, 1 pair diamond earrings, 1 locket, 1 chain and brooch, 1 pair earrings, and part of an earring, 2 brooches, 1 gold chain and locket, 1 pin, 1 railway brass, cash \$2.50, 1 deck cards, 10 head fancy fowls, cash 41 cents, 1 deck cards, 1 keyboard, tickets, etc., to lottery outfit, 1 pair

opera glasses, 1 violin, 2 coats, 1 pair pants, 1 set harness, 1 license, cash 4 cents, and dice. 1 whip, 1 lot railroad brass, 1 box lemons, 1 box candy, 1 lot rose trees, 1 dress coat, 1 bicycle, 1 coat and vest, 3 quilts, 1 coil rope, 2 pairs pants, 6 pairs drawers, 5 skirts, 1 key, 1 gold chain, 1 bicycle, 1 buggy apron, 5 strings fish, 1 bicycle, cash 8 cents, 2 decks cards, 2 tables, tickets, etc., to lottery outfit, 1 lot logs, 1 watch, 2 licenses, 1 rooster, 1 shoe, 1 lot canned goods, cash, \$5 82, 1 silver parasol, 1 car brass, 1 pointer dog, 1 horse and wagon, 1 bag rice, 11 pairs shoes, 1 pistol, 12 pieces chamois, 1 bicycle, 1 gold watch, 1 saw, 2 planes, 3 chisels, 1 hammer, 1 rule, 1 lot goods, 1 bicycle, 1 leather pencil, 1 silver bracelet and heart, 1 gold ring set with pearls, 1 gold bracelet, 2 amethyst rings, 1 cameo ring, 2 gold rings, 2 diamond scarf pins, 1 silk handkerchief, 1 pistol, cash \$6 62, 4 pieces foreign coin, 1 parasol, 1 bunch keys, 1 lot tools, 1 bicycle, 1 cap, 1 wheelbarrow of fish, 1 pitchfork, 1 gold watch, tickets, tables, desks, etc., to lottery outfit, 14 chairs, 5 tables, 1 water cooler, 3 lamps, 1 bench, 1 table cloth, 3 gallons corn whiskey, 1 crap table, 1 gold watch, 1 bicycle, 1 crab net, 3 fowls, 1 bicycle, 1 dress, 1 box tobacco, 1 steer, 2 pieces jewelry, 2 pocket knives, 1 silver watch, 1 slot machine, 1 gold ring, 1 bicycle, 3 bags corn, oats, etc., 1 lot clothing, cash \$3.90, 1 lot surgical instruments, 1 gold watch and chain, 1 lot lead, 1 slot machine containing cash 96 cents, 1 silver pitcher, teapot and bowl, 1 cameo ring, 1 gold headed cane, 1 ring, 4 umbrellas, 1 lottery wheel and tickets, 2 gold watches, 2 slot machines, 1 pin, 1 set carriage harness, 1 pair lines, 1 watch, 1 gold watch, 2 sacks flour, 1 package rice, 1 pair shoes, 2 coats, 1 bicycle, 1 lot plated ware, 1 purse, 2 grates, 1 hatchet, 1 part gas fixtures, 1 bicycle, 1 lot M. T. Sacks, 1 lot clothing, 1 lot railway brass, 1 shot gun, 1 silver watch. 4 pieces lace curtains, 5 chenille table covers, 1 gold watch, 1 scale, 2 boxes cigars, 3 boxes chewing tobacco, 1 box smoking tobacco, 2 bags sugar, 1 watch, 13 head fowls, 1 pair

pants, cash \$1.00, 7 shot gun, 1 bicycle, 1 silver watch, 3 cabbages, 1 bale cotton, 1 ring, 1 lot brasses, 1 bag oats, 1 shot gun, 1 knife, 1 pistol, 1 overcoat, 1 lot tools, 1 gold watch, 1 overcoat, 1 bicycle, 1 overcoat, 1 bicycle, 1 wheelbarrow, cash 40 cents, 1 gold pin, 3 spoons, 1 lot books, 1 gold watch, 1 book, 2 capes, 5 coats, 1 dress, 1 lambrequin, 1 desk, 2 books, 1 pistol, 1 pair opera glasses, 1 silver plate, 11 teaspoons, 5 tablespoons, 6 knives and forks, 3 cups, 3 1 laies, 2 tumblers, 1 pair blankets, 1 spread, 1 pair shoes, 1 lot bed clothes, 1 box tools, 1 bicycle frame, 1 bicycle, 1 pack cards, cash 57 cents, 1 pair shoes, 1 bicycle, 1 watch, 1 satchel, 1 pair rubber shoes, 2 dice, cash 35 cents, 1 gold watch and chain, 1 pack cards, cash 17 cents, 1 slot machine, 2 packets books, 3 bottles cologne, 4 slot machines, cash 75 cents, 1 box raisins, 1 bucket candy, 2 dice, 8 handkerchiefs, overcoat, 1 ladies dress pattern with trimmings, 1 pair shoes, 1 hat, cash \$1.90, 1 bicycle, 1 overcoat, 1 silver plate and cup, 1 gold watch and chain, 1 suit clothes. cash \$1.45, 2 dice, 1 turkey, 2 sets double haness, 1 bicycle, 1 purse, 1 silver bell, 1 silver pitcher, 1 umbrella, 16 silver spoons, 1 silver bell, 1 pair gloves, 1 handkerchief, 1 silver handle umbrella, 1 napkin, 1 watch and chain, 10 silver spoons.

In all, valued at \$7,564.64.

POLICE SIGNAL AND TELEPHONE SERVICE.

Calls sent in by policemen..... 66,888

Prisoners brought in by wagons..... 2,668

Prisoners brought in by policemen..... 742

Reported cases..... 50

Total..... 8,455

	Times.	Miles.
Alarms responded to by wagons.....	2,070	8,900
Wagon sent to jail with prisoners.....	306	612
Wagon sent to trial justice with prisoners	195	390
Wagon sent to hospital with prisoners....	870	740
Wagon sent with sergeant and squad to fire	65	129
Wagon sent with relief squad	1,866	4,061
Wagon sent on special cases.....	1,517	8,852
Total	<u>5,889</u>	<u>18,184</u>

Found open, and owners or occupants notified, or watched by the police: 15 offices, 41 stores, 4 banks, 2 laundries, 2 butcher stalls, 2 restaurants, 3 shops, 2 warehouses.

Shot at request of owners: 16 dogs, 5 horses, 4 mules, 1 cow, 1 goat.

Taken up running at large, and disposed of as per Ordinance: 15 cows, 10 horses, 2 calves, 6 mules, 5 goats, 1 hog.

64 alarms of fire sounded from boxes, and attended by the police.

1 fire, no alarm, extinguished by the police.

Cash recovered.	\$ 47 71
Sale of belts, clubs, etc	88 25
Unclaimed property	52 96
	<u>\$188 92</u>
Returned to owners	18 95
Deposited with Treasurer.....	<u>\$124 97</u>

I certify that the foregoing is a correct report as per Recorder's morning reports.

W. A. BOYLE,
Chief of Police.

REPORT OF CITY SURVEYOR.

Charleston, S. C., January, 1901.

Hon. J. Adger Smyth, Mayor:

Dear Sir—In conformity with Section 658, General Ordinances, requiring the head of each department of the city to make an annual report, in writing, to the Mayor, I have the honor to submit a report of the transactions and business of this department, for the year ending December 31st, 1900.

The report, as you will see, consists mainly of an enumeration, in as concise form as possible, of the drains, curbs, sidewalks, roadways, etc., for the building or improvement of which, plans, profiles, estimates, and inspection were furnished by this office. To this has been added a list of the more important surveys, and a statement of material measured.

The above, however, does not include the entire work of the department, for much time has been given to the examination of deeds and plats in the Record Office, in connection with the delineation of street lines, or the ownership of property desired for public purposes.

Chicora Park has received a fair share of our attention in the matter of improvement to the grounds, repairs to wharf, and remodeling of Turnbull House.

Attendance upon committee meetings has been cheerfully given, and all requests for plats, reports or other information have been promptly complied with.

The chain gang has been furnished with lines and grades from time to time, and as required, we have attended Boards of Inspection appointed by the Board of Health for the examination of low lots, or other localities needing attention.

The records of the office, as well as our assistance in

searching same, have at all times been at the disposal of the public, and part of our time has been given to indexing and arranging these records in convenient form for ready reference. The City Map mentioned in our last report has been completed, and we are now collecting data concerning roadways sidewalks, gas and water pipes, drains, public property, etc., which we intend to add to same.

In connection with that portion of Section 661 concerning street marks, I beg to say that we are using iron bolts at present for this purpose, but would suggest that appropriation be made for the purpose of replacing these with granite blocks.

In presenting this report, allow me to avail myself of the opportunity to acknowledge the obligations of this department to you for your many courtesies, and also permit me to express to you and to the members of City Council our appreciation of the assistance and consideration of which we have been the recipients in the discharge of the duties of the office.

Very respectfully submitted,

J. H. DINGLE,

City Surveyor.

REPORT OF CITY SURVEYOR'S DEPARTMENT 1900.

APPROPRIATION.

Office assistants.....	\$1,080 00
Car fare, stationery, drawing materials, etc.....	170 00
	<u>\$1,250 00</u>

EXPENDITURES.

Car fare.....	\$ 60 00
Blue print frame.....	34 43
Tape line.....	10 88
Stationery and supplies.....	70 68
Office assistants.....	1,070 00
Balance.....	4 57
	<u>\$1,250 00</u>

DRAINS (LAID OR COMTEMPLATED).

For which levels were taken, profiles furnished, and grade pegs set:
Feet.

Smith Street, from Beaufain to Queen.....	647
Beaufain Street, from Smith to westward.....	547
Elizabeth Street, from Wragg to Mary.....	294
Nassau Street, from South to Amherst.....	566
Nassau Street, from Columbus to Maguire's Court.....	435
Hanover Street, from Amherst to South.....	518
South Street, from America to Nassau, }	
Nassau Street, from South to Mary, }	1,814
Mary Street, from Nassau to Meeting, }	
Nassau Street, from Amherst to Maguire's Court.....	237
President Street, from Doughty to Mill.....	549
Palmetto Street, from Ashley Avenue to Lucas.....	648
Franklin Street, from Broad to Magazine.....	1,025
Hampstead Mall, from Aiken to eastward.....	580
Cromwell's Alley, from Smith to eastward.....	512
Hampden Court, from Aiken to Hanover.....	282
Wragg Square from Meeting to Elizabeth.....	620
Rose Lane, from Bogard to Line.....	480
Mott's Lane from Pinckney to northward.....	311
Mott's Lane from Anson to eastward.....	160
Total.....	<u>9,665</u>

CURBS AND SIDEWALKS.

For which levels were taken, profiles furnished, and grades set.

	Feet.
Elizabeth Street, east side, from Charlotte to Calhoun.....	539
Thomas Street, east side, from Vanderhorst to Warren.....	303
Queen Street, north side, from Franklin to Logan.....	470
Rutledge Avenue, east side, from Broad to Tradd.....	680
Total.....	1,992

ROADWAYS.

For which levels were taken, profiles furnished, and grades set.

	Feet.
Charlotte Street, from Meeting to Alexander.....	1,350
Calhoun Street, from Concord to Washington.....	540
Huger Street, from Meeting to King, (projected).....	1,472
Hill Street, from Meeting to King, (projected).....	1,481
Ashmead Place, from Meeting to eastward.....	362
Total.....	5,205

STREET LINES LOCATED.

Bogard Street, northwest corner Rutledge Avenue.
 Washington Street, projected through Bennett's Mill property.
 Broad Street, south side, opposite Trapman Street.
 Bogard Street, northeast corner Laurel Street.
 Calhoun Street, both sides, from Washington to Concord.
 Beaufain Street, southeast corner Gadsden Street.
 President Street, southeast corner Fishburne Street.
 Second Street, both sides, from Calhoun to Mill Street.
 Hazel Street, north side, from East Bay to Concord Street.
 Meeting Street, north side, from Sheppard to Lee Street.
 Center Street, north side, from Meeting to Nassau Street.
 Fishburne Street, north side, from Rutledge to Ashley Avenue.
 King Street, east side, from Ladson to Lamboll Street.
 Chisolm Street, east side, from Broad to Tradd Street.
 Elizabeth Street, east side, from Charlotte to Calhoun Street.
 Fishburne Street, southeast corner Holmes Street.
 Columbus Street, south side, from Nassau to Hanover Street.
 King Street, northwest corner Warren Street.
 King Street, southwest corner Radcliffe Street.
 Bogard Street, north side, from Rutledge to Ashley Avenue.
 Ashley Avenue, northwest corner Nunan Street.
 Rutledge Avenue, southwest corner Line Street.
 Rutledge Avenue, northeast corner Moultrie Street.
 Rutledge Avenue, both sides, from Simons Street to City Boundary.
 Romney Court, north side, from King Street west ward.

EXAMINATIONS AND REPORTS.

Building reported dangerous—

Old engine house, Meeting Street, west side, between John and Ann Streets.

Low lots—

Block bounded by Rutledge Avenue, Broad, Chisolm and Tradd Streets.

Proposed new engine house, Wentworth Street. Plans, estimate, etc., furnished.

SPECIAL SURVEYS.

Laurel and Ashe Streets, from Line to Sheppard Street.

Concord Street, from Society to Laurens Street.

Wharf Street, from Calhoun to Laurens Street.

Potter's Field.

Calhoun Street, from Smith to Rutledge Avenue.

Rutledge Avenue, from Bennett to Calhoun Street.

Oliver's Court from Rutledge Avenue eastward.

Around Exposition Grounds.

Hill Street extension, from Meeting to King Street.

Huger Street extension, from Meeting to King Street.

Block bounded by Rutledge Avenue, Broad, Chisolm and Tradd Streets.

Tidal drains.

MEASUREMENTS.

Curb, sidewalks and gate-ways (for estimates):

Blue stone curb	18 places—	2,559 feet.
Blue stone sidewalk, full flag	26 places—	48,674 square feet.
Blue stone sidewalk, single flag	16 places—	6,222 square feet.
Gate-ways	14 places—	734 square feet.

Curb, sidewalks and gate-ways (finished work):

Blue stone curb	22 places—	2,685 feet.
Blue stone sidewalk, full flag	25 places—	32,444 square feet.
Blue stone sidewalk, single flag	15 places—	14,816 square feet.
Brick sidewalk	2 places—	1,579 square feet.
Gate-ways	65 places—	4,166 square feet.

Roadways (finished work):

Wentworth Street, from Meeting to East

Bay

Granite blocks—	1,427 sq. yds.
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Queen Street, from Meeting to King

Street

Granite blocks—	663 sq. yds.
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Calhoun Street, from Washington to Con-

cord

Granite blocks—	1,211 sq. yds.
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Crushed rock:
227 car loads..... 3,458 cu. yds.

Clay gravel:
20 car loads..... 405 cu. yds.

INFORMATION CONCERNING CHARLESTON.

Area:

High land..... 3.76 sq. miles.
Marsh land and mud flats..... 1.86 sq. miles.
Total..... 5.12 sq. miles.

Streets:

Length, exclusive of lanes and alleys..... 68.45 miles.

Material of roadways:

Asphalt..... 0.78 miles.
Granite blocks..... 16.50 miles.
Clay-gravel..... 6.26 miles.
Macadam..... 1.89 miles.
Shell..... 1.62 miles.
Pyrites cinders..... 0.54 miles.
Plank and railroad tracks..... 3.89 miles.
Cobble stones..... 4.57 miles.
Earth..... 83.45 miles.
Total..... 68.45 miles.

Electric Street Railways:

Double track..... 9.45 miles.
Single track..... 1.90 miles.
Total mileage— $9.45 \times 2 + 1.90 = 20.80$ miles.

Drains:

Tidal drains (8 ft. 6 in. x 5 ft. 9 in.)..... 5.51 miles.
Other brick drains with sectional area of from 1.5 sq. ft.
to 9.0 sq. ft..... 18.03 miles.

Vitrified Pipe:

24 inch..... 0.09 miles.
18 inch..... 2.61 miles.
15 inch..... 3.25 miles.
12 inch..... 19.02 miles.
10 inch..... 2.08 miles.
8 inch..... 2.34 miles.

PUBLIC PARKS.

	Acres.
Chicora Park	589.2
Colonial Lake (including pond)	9.29
White Point Garden	6.88
Marion Square	5.73
Hampstead Mall	3.67
Cannon Park (including Auditorium)	2.85
Wragg Mall	1.23
Wragg Square	0.89
Washington Park	0.94
Lucas Street Park	0.50
Market Street Park	0.30
Keystone Park	0.10

Very respectfully submitted,

J. H. DINGLE,

City Surveyor.

REPORT OF CITY ELECTRICIAN.

To the Mayor and Aldermen of the City of Charleston:

Gentlemen—I beg leave to submit for your consideration my Fifth Annual Report for the year 1900.

REPORT.

Fire alarm telegraph wires transferred to the Southern Bell Telephone and Telegraph Company's poles:

Radcliffe Street, from Jasper Court to Smith	4
King Street, from Reid to Spring	7
Chapel Street, from Judith to Drake	4
Smith Street, from Calhoun to Bull	4
Total	19

Fire alarm telegraph wires transferred to the Gordon Telephone Company's poles:

Chapel Street, from Drake to Washington	2
Judith Street, from Chapel to America	3
America Street, Judith to Hampstead Mall	15
Legare Street, from Tradd to Gibbes	3
Washington Street, from Laurens to Calhoun	9
Inspection Street, from Washington to Concord	4
Corner of Calhoun and Lucas	1
Total	37

Fire alarm telegraph wires transferred to the Western Union Telegraph Company's poles:

Meeting Street, from Calhoun to Line	25
Chapel Street, from Drake to Bay	1
Total	26

Police alarm telegraph wires transferred to the Southern Bell Telephone and Telegraph Company's poles:

Chapel Street, from Judith to Drake.....	4
Radcliffe Street, from King to Jasper Court.....	15
Smith Street, from Calhoun to Bull.....	4
Total.....	23

Police alarm telegraph wires transferred to the Gordon Telephone Company's poles:

Judith Street, from Chapel to America.....	3
America Street, from Judith to Reid.....	6
Legare Street, from Tradd to Gibbes.....	6
Washington Street, from Laurens to Calhoun.....	9
Inspection Street, from Washington to Wharf.....	8
Bull Street, from Rutledge to Smith.....	4
Total.....	36

Police alarm telegraph wires transferred to the Western Union Telegraph Company's poles:

Meeting Street, from Line to Columbus.....	3
Meeting Street, from Mary to Calhoun.....	13
Chapel Street, from Drake to Bay.....	1
Total.....	17

Total number of Fire and Police Alarm Telegraph Poles taken down during the year 1900, on account of Fire and Police Alarm Telegraph Wires being transferred to the Telephone and Telegraph Company's poles—70.

The following permits have been issued to the Charleston Consolidated Railway, Gas and Electric Company during the year 1900:

Chalmers Street, from Meeting to Church.....	1
Beresford Street, from Archdale to King.....	1
Clifford Street, from Archdale to King.....	1
Meeting Street, from Centre to Calhoun.....	104
Total number of poles set.....	107

The following permits have been issued to the Southern Bell Telephone and Telegraph Company during the year 1900:

	No of Poles.
Blake Street, from America to Aiken.....	2
Aiken Street, from Blake to Sheppard.....	2

Sheppard Street, from Aiken to Hanover	3
Elizabeth Street, from Ann to Wragg	1
Wragg Street, from Elizabeth to Meeting	8
Hanover Street, from Line to Cooper	5
Bull Street, from Ashley to Gadsden	2
Gadsden Street, from Beaufain to Montague	3
Anson Street, from Market to Guignard	4
Radcliffe Street, from King to Rutledge	25
Line Street, from King to Meeting	1
Washington Street, from Charlotte to Calhoun	5
Cannon Street, from St. Philip to Coming	4
Beaufain Street, from Ashley to Gadsden	4
East Street, from Wharf to Concord	3
Concord Street, from East to Calhoun	2
Smith Street, from Calhoun to Bull	4
Washington Street, from Calhoun to Inspection	2
Park Street, from Line to Sheppard	2
Ashley Street, from Bee to Cannon	3
Rutledge Avenue, from Nunan to Race	9
Coming Street, from Radcliffe to Morris	2
Morris Street, from Coming to Felix	4
Coming Street, from Spring to Line	5
Bogard Street, from Coming to Percy	5
Spring, corner of Coming	1
Morris Street, from Coming to Jasper Court	3
Lee Street, from Nassau to America	3
Nassau Street, from Lee to Jackson	3
South Street, from Nassau to Hanover	3
Nassau Street, from Mary to Amherst	4
Anson Street, from Laurens to Calhoun	3
Atlantic Street, from Church to Meeting	3
Coming Street, from Radcliffe to Warren	3
Chisolm Street, from Broad to Tradd	4
Ann Street, from King to Meeting	1
Total number of poles set	187
Total number of guy stub set	4

The following permits have been issued to the Gordon Telephone Company during the year 1900:

	No. of Poles.
Friend Street, from Broad to Tradd	4
Gibbes Street, from Legare to river	3
Charlotte Street, from Alexander to Elizabeth	4
Logan Street, from Tradd to Broad	2
Washington Street, from Laurens to Calhoun	9

Inspection Street, from Washington to Wharf.....	8
Radcliffe Street, from Rutledge to Smith.....	8
Globe Street, from Wentworth to George.....	2
Montague Street, from Rutledge to Ashley.....	4
South Street, from America to Bay.....	7
Reid Street, from America to Drake.....	5
Bull Street, from Ashley to Gadsden.....	1
Bull Street, from Smith to Pitt.....	1
Wharf Street, from Inspection to Calhoun.....	3
Ashton Street, from Chesnut to Norman.....	6
Council Street, from Tradd to river.....	3
Coming Street, from Calhoun to Duncan.....	3
Spring Street, from St. Philip to Coming.....	4
Spring Street, from Rutledge to Chinquapin.....	15
Cannon Street, from Rutledge to President.....	6
Queen Street, from Rutledge to Smith.....	4
Orange Street, from Broad to Tradd.....	5
Thomas Street, from Vanderhorst to Warren.....	3
Bee Street, from President to Ashley.....	3
Maverick Street, from Rutledge to King.....	6
Pitt Street, from Calhoun to Bull.....	3
Amherst Street, corner of Bay.....	1
Total number of poles set.....	118
Total number of guy stub set.....	10

The following permits have been issued to the Postal Telegraph Company during the year 1900:

	No. of Poles.
Nassau Street, from Cooper to Centre.....	24
Total number of poles set.....	24

MUNICIPAL INSPECTION.

I have commenced the second year of Municipal Inspection of wiring, with the feeling that its usefulness has been fully proven. We have had no fires from electrical origin, and while fires will always occur from this, they will, as old installations are made to conform to our present standard, become of extreme rarity.

I have, during the past year, issued 365 permits to do electrical constructions; made 298 inspections, including old and new installations and alterations; issued 198 certificates,

covering 1,079 incandescent lights, 58 arc lights, 11 motors, 1 generator, and 215 fans.

An ordinance was passed on July 11th, 1899, and ratified August 8th, 1899, to amend Section 403 of the Revised Ordinances of 1895, to regulate the use of electric wires in the city of Charleston, and placing gong and indicators in the station of every light and power company for the use of the Fire Department. Under this ordinance I have had gong and indicators placed in the light and power station of the Charleston Consolidated Railway, Gas and Electric Company, also gong and indicators placed in the stable where the trolley emergency wagon is kept, and same answers all alarms in any district in which electric light, power or trolley wires run.

I beg leave to submit for your consideration my report on the Police Alarm Telegraph for the year 1900:

REPORT.

On February 13th, 1900, the City Council appropriated twelve thousand dollars for changing the old police alarm telegraph system for an "up-to-date" and complete modern Gamewell System, which consisted of fifty-two (52) of the latest pattern improved police signal wall boxes; also a first-class four (4) circuit central office outfit; also a first-class modern born outfit; also including thirty-five (35) miles of No. 12 hard drawn insulated copper wire for the telephone metallic circuits.

There was also furnished one of the latest improved four (4) circuit storage board system.

Work was started on the telephone and signal lines on Tuesday, May 10th, 1900, and completed on Tuesday, June 19th, 1900.

The storage battery system was put into operation on June 29th, 1900.

The changing of the police signal boxes was started on July 5th, 1900, and completed on July 17th, 1900.

Below will be found the description of the system.

The office outfit consists of a cabinet or desk, switch board, batteries, etc.

The central office cabinet is fully equipped for four (4) circuits complete, with four (4) pen register for recording signals from street stations and boxes, one stamp for automatically stamping the exact date, such as year, month, day, hour and minute of receipt of signals; a "take-up" to automatically reel up the ribbon in shape for filing away, a telephone and stand, and galvanometers to show the state of the battery on each circuit, and a test galvanometer and test switch for testing the location of grounds, escapes and other interference. Annunciator drops to show from which circuit the signal is coming in. Lightning arresters for the purpose of protecting the operators from abnormal electric currents.

Telephone switches and transmitters for sending the box number to the wagon house, together with bells for emergency calls, or signals requiring immediate attention, one made to operate a bell, with other signals, such as those used to indicate the presence of a patrolman at a box, reports or "on duty" signals may be recorded silently. The batteries used are of the kind known as "storage batteries," are very steady, constant, and requires but very little care.

Telephones are also placed in the central station, and boxes for use in addition to the automatic signals for the telegraph. A certain number of calls in every signal box can be, if desired, reserved for the use of individual patrolmen to indicate their presence at the box, but the safest and probably the only reliable method of identifying a patrolman at the box is by sound of his voice while using the telephone.

All boxes are provided and so arranged electrically connected that, although out of circuit when the boxes are not in use, they are instantly made operative as soon as the box door is opened, or the citizen's key is used.

When a patrolman is wanted at his station, the fact is immediately made known to him as soon he signals his presence at a box; all boxes can be operated by the citizen's key.

Citizens' keys when used are trapped, and the names of the holders kept on record.

This establishes responsibility, and prevents the sending of needless alarms, for when the citizens' key has been used it can be returned to its owner only by the proper officer who holds in his possession the master key.

Patrolmen need but one key, all locks being so constructed that the key furnished patrolmen will not only open all boxes, but may be used as the citizen's key without being "trapped."

The citizen's key turns in a call for help only, but from the inner box patrolman may transmit a number of different calls, such as "report," "telephone," "fire," etc. All boxes are furnished with telephones and transmitters, by which patrolmen may communicate with their headquarters.

THE STORAGE BATTERY.

In connection with the police system, there is used a storage battery plant.

Practical tests have demonstrated the superiority and great economy of the storage over the gravity battery for fire and police alarm telegraph services, and there being no question but that by its use better results can be obtained at less expense. In the use of storage battery system a duplicate set of battery is provided for each circuit, in order that one set of storage battery is practically equivalent to two cells of gravity; the total number of cells required is the same as in the gravity plant.

Some of the many advantages derived from the use of the storage battery, as compared with the gravity, are as follows:

The space occupied is about one-third. There is no form-

ation and creeping of salts. There is not the disagreeable cleaning incident to the use of the gravity battery. The cost of maintenance is about one-third that of the gravity cell. The electric motive force and external resistance are practically constant. The discharge of current is regular and uniform. As there are duplicate batteries provided for each circuit, there is always one in reserve, ready for immediate use in case of accident.

In order to further increase the value and efficiency of the storage battery, and insure the best possible results, there is furnished with the batteries a controlling board, especially adapted to the use of storage battery for fire and police alarm telegraph.

No ordinary system of switching and testing will prove satisfactory in this service. These boards are made of slate of suitable thickness, upon which are handsomely mounted the various switches and devices necessary for the proper controlling of the charging and discharging currents. This board can be arranged to operate either automatically or normally, as may be desired. Among the many essential features contained in these charging boards are the following: Any direct current ranging from 110 to 550 volts can be used for charging. The batteries can be arranged in either of the combinations of series, multiple or multiple-series, to adjust the electric-motive force of the batteries to the electric-motive force of the charging current. The batteries are automatically protected from short circuits, and the possible reversal of polarity. Ammeters and volt meters, operating simultaneously, are provided for the convenient reading of the charging and discharging currents. By means of a gang switch all batteries charging, can, with one movement, be thrown to discharge, and vice versa, without opening, or in any way interfere with the working circuits. All charging and discharging currents are carefully protected with fuses, and provided with rheostats, for the proper control and regulation of the current.

This system is working very satisfactorily, and is giving good service, as will be seen from the following calls received from July 5th to December 31st, 1900:

Calls for wagon.....	1,438
Telephone calls.....	<u>82,973</u>
Total number of calls.....	84,406

Yours respectfully,

IÖN SIMONS,
City Electrician.

PLEASURE GROUNDS.

REPORT OF THE BOARD OF PARK COMMISSIONERS.

To the Honorable the Mayor and the City Council:

Gentlemen—Your Board of Park Commissioners present this, their Fifth Annual Report, for the fiscal year ending December 31st, 1900, together with the reports of the committees in charge of the various sub-divisions of the Park System, and a detailed statement of the expenditures.

CHICORA PARK.

This Park, under the resolution of City Council, will be considerably reduced in area, as the entire water front on Cooper River has been offered to the Navy Department as a site for a Naval Station, and the Department has signified its intention of taking about 150 acres thereof. Whatever amount may be given by the United States for the land taken should be set aside as a Special Fund for Park Purposes and the Board of Park Commissioners would respectfully ask that such action be taken by the City Council.

LOWER WARDS' PARKS.

The special attention of City Council is called to the request of the Committee in charge of this division of the Park System asking for a liberal appropriation, and also to the paper in the appendix to this report by the Rev. John Johnson, D. D., on the "Keokuk Gun."

UPPER WARDS' PARKS.

The attention of Council is called to the request of the Chairman of this sub-division, that the streets surrounding Hampstead Mall be put in good condition, and the Board earnestly ask that City Council will direct the Street Department to take action in this matter.

Board of Park Commissioners is organized as follows: Sam'l Lapham, Chairman; Charles R. Valk, Vice-Chairman; A. F. C. Cramer, W. J. Storen, W. P. Carrington, George W. Williams, Jr., William M. Bird, Frank R. Frost, Andrew A. Kroeg, Hon. J. Adger Smyth, Mayor.

Chairman of Upper Wards' Parks Committee—W. J. Storen.

Chairman of Lower Wards' Parks Committee—W. P. Carrington.

Chairman of Ohicora Park Committee—A. F. C. Cramer.

All of which is respectfully submitted.

SAM'L LAPHAM, Chairman.

W. G. JEFFORDS, Jr., Secretary.

REPORT COMMITTEE ON CHICORA PARK.

Committee Chicora Park—A. F. O. Cramer, Chairman, Charles R. Valk, William M. Bird, A. A. Kroeg, G. W. Williams, Jr.

Your committee beg leave to report that the grounds of the Park have been kept in condition, a number of the walks shelled, and benches have been purchased and distributed along the walks.

The contract for the repairs to the Turnbull House was given, in accordance with the resolution of the Board, to Mr. J. F. Hanley, who was the lowest bidder.

The contract with the Messrs. Olmsted expired January 1st, 1901, and there has been sent the Board a full and complete bound book of the detail plan of the laying out of Chicora Park in every particular, and thus the work on the Park can be prosecuted to accomplish the design of the Park as furnished by Messrs. Olmsted Bros., to completion thereof.

The only new work that has been commenced is the making of the lake to the north of the Turnbull Walk, and to this lake, and the roads and walks of the Park have the labors of the chain gang been given.

The Golf Links have been laid out under a lease to the Chicora Golf Club, and the laying out of these grounds has greatly improved the appearance of the land lying to the west and north of the railway station.

The wharf has been repaired to some extent, at a very moderate expense, through the courtesy of Messrs. Burton & Co., as to the use of their pile driver.

The question of the right of way over the lands purchased of Noisette Bros., is still *in statu quo*, awaiting the return of Mr. Henson, without prejudice to either party.

The amount of the expenditures to the Park, outside of the amounts necessary to keep the grounds in order by the

chain gang, has been kept to the lowest limit, and only such work as was absolutely necessary has been done for the past six months, on account of the possibility that the Park might be taken for a Naval Station, and in consequence of this, the Park Boulevard to Clement's Ferry Road has not been opened, as if the Park is taken for a Naval Station, the amount of money so expended would simply be lost to the Park Board.

Statement of expenditures hereto annexed. Vouchers on file with City Treasurer.

All of which is respectfully submitted.

A. F. C. CRAMER, Chairman.

REPORT COMMITTEE LOWER WARDS' PARKS.

Committee Lower Wards' Parks—Waring P. Carrington, Chairman, Charles R. Valk, Frank R. Frost.

The Lower Wards' Parks Committee respectfully report that during the past year they found the limited appropriation insufficient to carry out the improvements desired. During the present year your Committee proposes to lay sub-soil drains on the Battery, and also to purchase sufficient earth to fill in and make the low places level, so that the mowing machine can be used to advantage. They also hope to secure additional mortars and carriages from Fort Sumter to place on the Battery, to complete the work already begun. Your committee is under many obligations to the Rev. John Johnson, for the interest he has taken and the work he has performed in bringing the carriages from Sullivan's Island, and placing the two guns to such advantage, and we hope that the Board will take some action in extending to the Rev. Mr. Johnson their appreciation of his good work.

Owing to the long and continuous drought last summer, many of the young oak trees planted on the Battery died.

We respectfully request an increased appropriation for the current year, as we anticipate increased expenditures for the necessary improvements, and present herewith account showing our disbursements, vouchers for the same being filed with City Treasurer.

Respectfully submitted.

WARING P. CARRINGTON, Chairman.

REPORT COMMITTEE UPPER WARDS' PARKS.

Committee Upper Wards' Parks—W. J. Storen, Chairman; George W. Williams, Jr., Sam'l Lapham.

The Committee of Upper Wards' Parks would report that the Parks in this sub-division have been given due care and attention.

Your committee found it necessary to raise the grade at Aiken Park, and same has been done at considerable expense. By filling in this Park with new earth, we have succeeded in obtaining a growth of grass thereon, for the first time in ten years.

At Wragg Park the fences and foundations have been painted, and the walks have been shelled and rolled.

At Hampstead Mall the grounds have been kept in good order, but the streets surrounding this Park, to which your attention was drawn in our last Annual Report, should be put in proper order by the Street Department, so that the lawns within this Park can be kept in better condition. Your Committee trusts that the Streets above referred to will be improved during the coming year by the Street Department, as it is our intention to greatly improve this park.

Statement of expenditures of this Committee is hereto annexed, and vouchers therefor are with the City Treasurer.

Respectfully submitted.

W. J. STOREN, Chairman.

PARK COMMISSIONERS, 1900.

Board of Park Commissioners—Expenditures for year ending
December 31, 1900.

CHICORA PARK—

For hire carts and horses.....	\$ 815 00	
For transportation convicts and material.....	630 25	
For keeper's cottage.....	1,400 00	
For Turnbull Mansion.....	1,190 00	
For Olmstead Bros. plans.....	405 45	
For keeper of Park.....	300 00	
For gardener and assistant.....	395 00	
For diet of prisoners.....	400 50	
For lumber, shell, gravel, etc.....	269 74	
For tools, etc.....	177 55	
For extra labor.....	40 75	
For benches.....	113 40	
For advtg. and express, etc.....	51 57—	\$6,189 21

AUDITORIUM—

For keeper.....	\$ 364 25	
For repairs and fixtures.....	531 67	
For revenue tax.....	133 34—	\$1,029 26

LOWER WARDS' PARKS—

For labor.....	\$ 642 40	
For hire carts, horses, etc.....	91 45	
For fencing.....	50 00	
For shell, etc.....	164 40	
For trees.....	109 90	
For materials, repairs, advts., etc.....	139 90—	\$1,198 05

UPPER WARDS' PARKS—

For labor.....	\$ 399 15	
For improvement of Aiken Park—material...	364 85—	\$ 764 00

INCIDENTAL EXPENSES—

For police.....	\$ 600 00	
For Secretary.....	50 00	
For printing, stationery, etc.....	55 30—	\$ 705 30

**REPORT OF THE COMMISSIONERS OF MARION
SQUARE.**

Citadel, Charleston, S. C., December 31st, 1900.

To the Honorable the Mayor and Aldermen, Charleston, S. C. :

The Commissioners of Marion Square beg to submit the following annual report:

In consequence in the deficiency in rainfall during the usual growing season, the cost of keeping the grass in order was less than usual, consequently the accompanying statement of expenditures shows an unexpended balance of nine dollars and fifty-nine cents (\$9.59). The usual appropriation of \$500 will be asked for as the least amount required to maintain the good condition of the Square. With few exceptions, the trees have made satisfactory growth. Twelve needed to be replaced with new ones.

The drill ground is still a little uneven, and by gradual packing, washing and sub-surface settling, has been generally lowered. A layer two inches thick, of fine rock gravel, such as used as the finishing course on Charlotte Street, mixed with a little binding clay, and thoroughly rolled after a rain, would be the most economical mode of putting the road in good condition.

Respectfully submitted, by order of the Board.

ASBURY COWARD,

Chairman Commissioners Marion Square.

ALEX. W. MARSHALL.

GEO. B. EDWARDS.

HENRY SCHACHTE.

BENJ. H. RUTLEDGE.

Expenditures Marion Square.

1900.	Appropriation	\$500 00
Jan. 31.	Paid P. J. Callahan, keeper.....	\$33 33
	Paid 2 sacks ground plaster.....	2 00
	Paid 9 trees	2 00
	Paid cow manure.....	60
	Paid extra labor.....	2 75
Feb. 27.	Paid C. P. Poppenheim.....	12 95
28.	Paid P. J. Callahan, keeper.....	33 33
Mch. 31.	Paid P. J. Callahan, keeper.....	33 33
Apl. 30.	Paid P. J. Callahan, keeper.....	34 00
	Paid extra labor. \$2.50; oil, .40.....	2 90
May 31.	Paid P. J. Callahan, keeper	33 33
	Paid extra labor, \$4; oil, .10; repairing machine, .35.....	4 45
June ..	Paid P. J. Callahan, keeper.....	33 33
	Paid extra labor.....	4 45
July ..	Paid P. J. Callahan, keeper.....	33 33
	Paid extra labor.....	5 70
Aug. 31.	Paid C. P. Poppenheim, lawn mower.....	22 50
	Paid P. J. Callahan, keeper.....	33 33
	Paid extra labor. \$6; oil, .20.....	6 20
Sept. 29.	Paid P. J. Callahan, keeper.....	33 33
Oct. 31.	Paid P. J. Callahan, keeper.....	33 33
	Paid extra labor, \$8; oil, .20.....	8 20
Nov. 30.	Paid P. J. Callahan, keeper.....	33 33
Dec. 27.	Paid P. J. Berckman & Bro., trees.....	6 00
	Paid C. P. Poppenheim, hardware.....	2 41
	Paid P. J. Callahan, keeper.....	40 00
	Balance unexpended.....	9 59
		<hr/> \$500 00—\$500 00

ASBURY COWARD,
Chairman Commissioners Marion Square.

REPORT OF COMMISSIONERS OF COLONIAL COMMON AND ASHLEY RIVER EMBANKMENT.

Charleston, So. Ca., January 4th, 1901.

To the Hon. J. Adger Smyth, Mayor of Charleston, S. C.:

Dear Sir—The Board of Commissioners of Colonial Common and Ashley River Embankment, beg leave to submit the following report for year ending December 31st, 1900:

Received from City Treasurer rents, etc., in 1900.....	\$1,500 00
Received from interest, money on deposit in savings bank...	100 08
Total receipts in 1900.....	<u>\$1,600 08</u>

Amounts Expended in 1900.

Labor, cutting grass and keeping grounds in order, repairs to walks, filling and shelling same, tin roof on storehouse, painting benches, etc.....	\$302 98
24 new iron benches.....	86 19
Planting trees.....	11 00
Total amount expended.....	<u>400 12</u>
Balance.....	\$1,199 91
Balance on hand January 1, 1900.....	8,120 16
Balance on hand January 1, 1901.....	<u>\$4,320 07</u>

Of above balance \$4,200 in Savings Bank, drawing interest at rate of 4 per cent. per annum.

Very respectfully,

C. A. CHISOLM,

Chairman Board Colonial Common and Ashley River
Embankment.

APPENDIX.

THE KEOKUK GUNS,

BY REV. JOHN JOHNSON, D. D.

Of the two old guns recently mounted on the Battery, that one nearest the angle of the East Bay and South Bay drives, is known as an XI inch Dahlgren (smooth-bore). It is of Northern make, and was brought here on the U. S. iron-clad gun-boat "Keokuk", forming with another of the same calibre and pattern the armament of that vessel.

After the "Keokuk" was sunk from injuries received in the repulse of the armored squadron off Charleston Harbor, 7th, April, 1863, both guns were recovered from the wreck by heroic enterprise of the confederates, and both were mounted in defense of the city they had once attacked. One, mounted on the left flank of "Battery Bee," on Sullivan's Island, was frequently in action against the enemy's armored squadron, particularly on the occasion of the very heavy bombardment of September 7th, and 8th, 1863. After the evacuation of the City, in February 1865, the guns of "Battery Bee," abandoned by both belligerents, fell from their carriages, and were gradually covered up by the shifting sands of Sullivan's Island.

Last year, under direction of the Mayor, and with assistance from the U. S. Ordnance Sergeant on the Island, this gun was found, identified beyond any doubt, and dug up by the artillery force now on duty there. It was afterwards, on application by the Mayor, lent to the city, with some others, and a large number of empty 10-inch shells, by the U. S. War Department, and being moved up to the city, and mounted on carriage and chassis, also lent by the U. S. War

Department, it will stand on our Battery both as a relic, and as a trophy of the Confederate defense of this harbor.

A bronze plate with inscription, provided by "Camp Moultrie, Sons of Confederate Veterans," for the "Keokuk" gun, is about to be placed on its breech, and will read as follows:

This Gun
Having taken part in the attack on Fort Sumter
by an armored Squadron April 7, 1863,
was recovered
From the Wreck of the sunken "Keokuk"
by an exploit of heroic enterprise,
and
Mounted on Sullivan's Island, where for two years
it was used in defense of the city it had
once been brought to attack.

Removed to this place by the Civil Authority, August, 1899.

This Tablet contributed by
Camp Moultrie, Sons of Confederate Veterans,
Charleston, S. C.
In honor of a daring deed, and a proud trophy of
The War for Southern Independence.

The fellow of this gun, immediately after recovery from the wreck, was mounted on Fort Sumter, and was repeatedly in action while there. But when the Fort was demolished in the summer of 1863, it was removed to the city, and mounted in "Battery Ramsay"—the very site where the old guns now stand. But no trace of that second of the two

“Keokuk” guns can be found. It must have been sold as scrap-iron by the U. S. Government, soon after the war was concluded.

The other gun, at the southern end of the High Battery, is of Confederate make, probably cast, rifled and double-banded in Richmond, at the “Tredegar Works. It is a naval gun of VII-inch calibre, of what was known as the “Brooke” pattern, and as good as any rifle-gun of that period made at the North. Found and unearthed at Fort Johnson, where it had been mounted during the war, and then covered up for many years, it was brought to the city by your Park Commission. There is no evidence that it was ever in action.

BUREAU OF FREIGHT AND TRANSPORTATION

OF THE CITY OF CHARLESTON.

[Established by Ordinance of City Council.]

SIXTH ANNUAL REPORT.

Charleston, S. C., January 31st, 1901.

To the Honorable the Mayor and Aldermen of the City Council of Charleston:

The Sixth Annual Report of the Bureau of Freight and Transportation up to the period of January 31st, 1901, is herewith submitted.

The report treats of the more important matters the Bureau has accomplished. As stated in former reports, the Bureau does a great deal of work of minor consequence which cannot be included in these reports, without making them so voluminous as to be burdensome.

The conduct and work of the Bureau is shown under the following headings:

- I. Organization.
- II. Relations with Carriers.
- III. Correction of Conditions affecting the City's Interests.
- IV. General Subjects.

I. ORGANIZATION.

In the early part of 1900 Mr. E. C. Hesse was appointed by the Cotton Exchange to represent that body on the Board of Commissioners, in place of Mr. W. B. Frost, resigned.

The resignation of Mr. G. H. Tucker, Commissioner for the fertilizer interests, was sent to the Board last July. Mr. Tucker's resignation was made necessary by his moving away from the City. This vacancy on the Board has not yet been filled. While there is no longer a Fertilizer Exchange here, there are, besides the Virginia-Carolina Chemical Company, four fertilizer companies in Charleston, the aggregate business of which amounts to a large volume. The continued supremacy of Charleston as a fertilizer manufacturing point must depend very largely upon the freight rates on this product. An unsuccessful effort was made after Mr. Tucker's resignation was received, to have the independent companies appoint one of their managers to represent the fertilizer interests on the Board. It is understood that the fact of there being no organized Exchange was the chief reason for its not being done. The Virginia-Carolina Chemical Company could not be expected to take any interest in the question, as they have their plants located throughout the Southeast, and can ship from one point as well as from another.

In November, Mr. S. E. Chapin tendered his resignation as Secretary of the Bureau, having accepted a position in railroad service in Atlanta.

The Manager has tendered his resignation to the Board, to take effect February 1st. His letter of resignation is given herewith:

Charleston, S. C., January 9, 1901.

Mr. W. B. WILSON, Chairman Bureau of Freight and Transportation:

Dear Sir—I herewith tender my resignation as Manager of the Bureau of Freight and Transportation, to take effect February 1st.

I have been offered the position of Manager of the Bureau of Freight and Transportation of New Orleans, La., which position it is my desire to accept. One reason, and one reason only, impels me to give up my position here; it is the fact that from year to year there is much uncertainty as to City Council continuing the appropriation for the maintenance of this organization. Each successive year it has seemed to me that more earnest efforts on the part of the Board of Commissioners with Council direct and through influential citizens of

the community, have been required to secure the necessary appropriation to maintain the Bureau. This being true, I am forced to the conclusion that the time must soon arrive, possibly by the next year when the appropriation will be materially reduced, or entirely withdrawn.

In leaving Charleston, where my home has been for six years, I do so with a regret too deep for words of mine to express. In every way the community and its people have been congenial to me, and I do not expect or hope, ever to find a place where my surroundings will be of a more pleasant nature than they have been here. From my first coming into the community, I have felt as much at home as if it had been my native place. The history and associations of Charleston are of those things which I was taught, and have learned to love and to cherish most in human affairs. My confidence in the city's material development is as firm to-day as it was when I first came here, six years ago.

As to the Board, several of whom have been members of it since the formation of the Bureau, I will merely say in simple words that I have counted them my friends, upon whom I have felt I could call confidently in those emergencies of life which justify a man in seeking his friends. No language I might use, could, from my standpoint, better convey to you the high esteem in which I hold you all.

Very truly yours,

JOHN A. SMITH,
Manager.

II. RELATIONS WITH CARRIERS.

Nothing has occurred during the past year to disturb the amicable relations that have always existed between the Bureau and the carriers. Few questions have arisen, it is true, out of which much friction could have grown. But, even in matters though small, about which there is such controversy as must naturally arise from attempts by individuals or organizations outside of the railway service itself, at reformations in railway rates, much tact and diplomacy were always required to avoid engendering a spirit that would cause strained relations and disagreeable tension between the Bureau and the railway managers.

The Manager feels that it is not claiming undue credit for the Board to say that in so conducting the affairs of the Bureau as to avoid the always dangerous possibility of irre-

concilable friction with the railway managers, it has shown rare intelligence. Had the Bureau's policy been one of negation; had it followed Fabian tactics, and by delay and inaction left matters to come to their own fruition, the Board would be deserving of no such praise as the Manager claims for it. But when the fact is considered that the administration of the Bureau has been especially marked by aggression, and persistent relentless endeavor and determination to accomplish the reform it had undertaken, no one can say that the men who have given their faithful and efficient service in directing the affairs of this organization, do not deserve the small meed of praise here bestowed upon them. It is but slight compensation indeed to men who have served the public without remuneration, to say of their labors, "Well done."

Changes in Southern Classification.

On January 20th, 1900, the Southern Classification Committee, an adjunct of the Southeastern Freight Association, issued a new classification, to take effect on February 1st, 1900, materially advancing the rating of a great number of articles. This simply meant an advance in the rates of freight. The Manager at once took the matter up with the Railroad Commission, with a view to preventing the adoption of this classification in South Carolina.

The question is one of so much importance, and for other reasons given further on, the Manager thinks it well to give the correspondence between himself and the Board about this classification, and one of a still later date, issued by the Classification Committee, making greater advances than the one referred to in the foregoing.

The correspondence is as follows:

Charleston, S. C., February 15th, 1900.

Mr. W. D. EVANS, Chairman State Railroad Commission, Columbia, S. C.:

Dear Sir—Referring to the new classification of the Southeastern Freight Association, I assume that this classification has not been

accepted by the Railroad Commission of this State. I have thought, however, that the Commission may have received requests from the Traffic Managers to adopt it, and possibly are considering the advisability of doing so. If such is the case, I shall be glad to review the classification with the Commission before it is put in effect.

Very respectfully,

(Signed)

JOHN A. SMITH.

Columbia, S. C., February 16th, 1900.

JNO. A. SMITH, Esq., Charleston, S. C.:

Dear Sir—Your favor of the 15th inst. duly to hand. We have not as yet had the new classification submitted to us; when it is done we will advise you, and will be pleased to have you come up and go over the classification with us.

(Signed)

D. P. DUNCAN, Secretary.

W. D. EVANS, Chairman.

Charleston, S. C., May 31st, 1900.

Mr W. D. EVANS, Chairman, Columbia, S. C.:

Dear Sir—Please see my letter of February 15th to you, asking if the Commission had accepted the classification of the Southern Freight Association, effective February 1st, 1900, and your reply of February 16th, to the effect that the classification had not been submitted to you. I construed, of course, that this meant that the classification had not been adopted. I call your attention to the fact that notwithstanding the Commission's not having sanctioned the use of this new classification, that it is being applied daily on shipments out of and into Charleston.

On behalf of this community we protest against the adoption of the Southern Freight Classification No. 26, effective February 1st, also to the adoption of Southern Classification No. 27, effective June 1st, to supersede Classification No. 26. We ask that the Commission issue an order to all the roads in South Carolina, prohibiting the use of either of these classifications, on business within the State of South Carolina, either shipped into or shipped out of Charleston.

This request is based upon the fact that an examination of each of these classifications has revealed considerable advance in the class of numerous articles many of which are those commonly found in the list of actual necessities of life.

That there may be no misunderstanding of our request, we wish the classification used that was in effect in South Carolina prior to the application of Classification No. 26, February 1st.

Kindly let me hear from you in regard to the matter at once.

(Signed)

JOHN A. SMITH.

Columbia, S. C., June 5th, 1900.

Mr. JNO A. SMITH, Manager, Charleston, S. C.:

Dear Sir—Your letter of May 31st received, and noted; as you no doubt know the committee has been out of the State for the past week attending the Convention of National Railroad Commissioners at Milwaukee, hence this delay in reply. We would like very much to have a conference with you. What day could you come up to see us?

Yours respectfully,

(Signed)

W. D. EVANS.

Columbia, S. C., June 27th, 1900.

Mr. S. E. CHAPIN, Charleston, S. C.:

Dear Sir—Your favor of the 23rd duly received. The Board decided not to approve the Southern Classification No. 27, and the former rates remain in force.

We will adopt this classification, with all the articles that are advanced being placed in our exception sheet. We will thank you to send us the comparison that you made of this classification with the one we have had in use.

By order of the Board.

(Signed)

D. P. DUNCAN, Secretary.

W. D. EVANS, Chairman.

Charleston, S. C., June 28, 1900.

Mr. W. D. EVANS, Chairman, Columbia, S. C.:

Dear Sir—As requested in yours of the 27th, I forward you to-day, under separate cover, Southern Classification Nos. 26 and 27; comparisons shown with pencil figures and check as against former classification.

Yours truly,

(Signed)

S. E. CHAPIN, Secretary.

The Manager thinks it desirable to give this correspondence in detail, because of the fact that the new classifications apply on Inter-State business, and he has recently understood that some of the railroads are using them on certain goods within the State; therefore it should be made clear to the public that the Railroad Commission has in no uncertain voice set its seal of disapproval on the adoption of the advanced classifications on State business.

Reductions in Rates to Brevard, N. C.

Complaint having been made by a large wholesale dealer about the excessive rates from Charleston to Brevard, the matter was taken up the Southern Railway, and the following reductions per 100 pounds, effective April 13th, secured between Charleston and Brevard, and other stations on the Brevard Railroad a distance of 22 miles:

Classes:	1	2	3	4	5	6	A	B	C	D	E	H	F
Reductions:	8	8	8	10	7	7	4	5	2	2	9	9	12

Rates were also established on carload shipments, live stock, cement, household goods, lime, salt, and other articles which had not heretofore been in effect.

Reductions between Charleston and North Carolina, on Southern Railway.

The question of reducing the rates between Charleston and points on the Southern Railway in North Carolina, Tennessee, Alabama, Mississippi, and certain territory in Georgia, is one of the chief matters with which the Bureau has had to deal during the past year.

Considerable correspondence has passed between the Manager and the Traffic Department of the Southern here and at Washington, in regard to this matter, and the Manager has also had two personal conferences at Washington with the Traffic Manager of the company, in which he has placed before him the basis upon which, in his opinion, these rates should be adjusted.

While the Manager's views have not been met entirely by the Southern, very important reductions have been made by that company in the rates that have heretofore existed between Charleston and the territory named.

Reductions secured between Charleston and the territory in North Carolina are as follows:

	Miles.	Per One Hundred Pounds.										Per 100 Lbs.		Per Ton 2,000 lbs.		Per Car Load 20,000 lbs.					
		1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
<i>Between Greensboro and Charlotte.</i>																					
STATIONS.																					
High Point.....	} 34	10	9	7	5	4	3	6	5	5	5	4	5	8	.....	.....	.....	.....	.....	.....	.....
To																					
Holtsburg, inclusive.....																					
<i>Asheboro Branch.</i>																					
STATIONS.																					
Trinity.....	} 93	17	16	13	11	9	7	7	7	7	7	9	11	12	.....	.....	.....	.....	.....	.....	.....
To																					
Newell, inclusive.....																					
<i>Asheboro Branch.</i>																					
STATIONS.																					
Trinity.....	} 28	8	7	5	3	3	1	6	5	5	5	4	5	8	.....	.....	.....	.....	.....	.....	.....
To																					
Asheboro, inclusive																					
<i>Norwood Branch.</i>																					
STATIONS.																					
Granite Quarry.....	} 41	25	23	19	16	13	10	10	10	10	10	13	16	18	.....	.....	.....	.....	.....	.....	.....
To																					
Norwood, inclusive.....																					

	Miles.	Per One Hundred Pounds.										Per 100 Lbs.		Per Ton 2,000 lbs.		Per Car Load 20,000 lbs.	
		1	2	3	4	5	6	A	B	C	D	E	F	G	H	I	J
		1	2	3	4	5	6	A	B	C	D	E	F	G	H	I	J
<i>Taylorsville Branch.</i>																	
STATIONS.																	
Derita		18	14	12	10	9	8	7	8	6½	5½	9	10	13	16	20	25
Croft																	
Huntersville		21	16	14	12	10	8	7	8	7½	6	10	12	15	18	22	28
Davidson		24	18	16	14	11	9	8	9	9	7	11	13	18	22	28	35
Sienite																	
Mooreville		30	24	20	17	14	11	9	11	11	8	14	17	22	28	35	45
Cliffords	54																
Troutman		17	12	12	9	6	4	4	4	7½	2½	6	9	16	20	25	32
Barium Springs.....																	
<i>Mt. Airy and Sanford Branch.</i>																	
STATIONS.																	
Mt. Airy																	
To																	
Germanatown, inclusive....	38	10	9	8	7	6	5	4	4	4	4	6	7	8	10	12	15

Reductions to 288 Miles of Railroad Territory.

The foregoing reductions cover all kinds of merchandise, and apply on business moving not only from Charleston to the territory named, but on business received at Charleston from that territory.

The fact should also be recorded that whereas, before the promulgation of these rates there were no rates on classes K, L, M, N, O, P, applying on live stock, salt, lime, cement, hard lumber, cattle, scrap iron, and various other articles between Charleston and the territory named, in the first four divisions given above; on these classes rates were established in the new tariff.

Reductions between Charleston and Southern Railway in Tennessee.

The reduced rates secured between Charleston and points on the Southern Railway in Tennessee, as referred to in the reference made to reductions secured between Charleston and North Carolina territory, are shown below.

Special attention is called to these reductions, as they are very large, and there is quite a volume of business done by Charleston merchants to many of the towns in this territory. The section covers the Southern Railway from Bristol, Tenn., south to Chattanooga, and is a rapidly developing region.

The reductions are as follows:

	Per One Hundred Pounds.											Per 100 Lbs.	Special Iron.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	C. L.	L. C. L.
Vances.....	43	34	32	23	26	12	21	24	15	14	26	22	29	15	15
Bluffety.....															
Piney Flats.....															
Watauga.....															
Johnson City.....															
Carnegie.....															
Miller.....	39	30	29	26	24	17	21	22	14	13	25	21	29	14	14
Jonesboro.....															
Telford.....															
Limestone.....															
Fullen.....															
Afton.....	34	25	23	25	23	15	20	21	14	13	23	20	27	13½	13½
Greenville.....															
Rader.....															
Mosheim.....															
Midway.....															
Mohawk.....															
Rogersville Junction.....															
Whitesburg.....	24	19	18	20	17	16	17	16	11	11	21	22	23	12	13
Russelville.....															
Morrislawn.....															

Alpha	18	15	15	17	14	11	16	13	10	10	10	18	20	5	1½
Talbot.....															
Mossy Creek.....															
New Market.....															
Strawberry Plains.....															
McMillan.....	8	5	6	10	7	6	13	7	7	7	16	16	15	2½	2½
Caswell.....															
Ebenezer.....															
Concord.....	22	20	18	16	14	10	13	11	9	9	20	18	18	3½	6
Martel.....															
Lenoir.....	26	24	22	18	16	12	14	13	10	9	21	17	20	5½	5½
London.....															
Philadelphia.....															
Sweetwater.....	30	28	24	20	18	12	13	15	10	9	21	17	20	5½	5½
Reagan.....															
Athens.....															
Riceville.....	33	27	23	19	17	11	12	14	8	7	19	16	16	4½	4½
Sanford.....															
Charleston.....															
Tasco.....															
Cleveland.....															
Tucker Springs.....															
McDonald.....	21	19	12	13	11	7	9	8	5	5	16	12	10	2	4
Otewah.....															
Tyner.....															
Jersey.....	13	11	9	7	5	3	7	8	3	3	18	13	6	.....	2
Sherman Heights.....															

Reductions to 242 miles of territory.

In addition to what has been done in bringing about these reductions, rates have been established at the request of the Freight Bureau on all classes of freight between Charleston and about 300 miles of the Southern Railway's territory in eastern Tennessee, where no rates have heretofore been in existence. New rates have been put in effect to all of the line of the Southern Railway in Tennessee, north and east of Chattanooga. These new rates, and the great reduction in the rates which have been in existence, afford the commercial interests of Charleston an opportunity of doing business with that section, which they have never before enjoyed.

Reduced Rates between Charleston and Knoxville, Tennessee.

For a long time the Bureau has been making an effort to have the rates in effect from Charleston to Chattanooga applied to Knoxville. The effort of the Bureau in that direction, together with the reductions which have been brought about between Charleston and points on the Southern Railway contiguous to Knoxville, have finally resulted in the reduction of rates between Charleston and Knoxville as follows:

Classes 1, 2, 3, 4, 5, 6, A, B, C, D, H and F, 5c. per hundred pounds; special iron, 3c. per hundred pounds.

On the following commodities reductions of 5c. per hundred pounds have also been made:

Bagging, Cement, Cotton, Cotton Ties, Bananas, Lamp Black, Lime, Naval Stores, Rice, Soap, Soap Powder, Starch, Tin, and Tin Plate.

Reductions between Charleston and Southern Railway in Alabama and Mississippi.

Below is a statement of reduced rates put in effect by the Southern between Charleston and points in Alabama and Mississippi, as the result of the Freight Bureau's negotiations

with the Traffic Department of the Southern at Washington, mention of which is made in the reference to reductions secured between Charleston and North Carolina territory.

On 6th Class, Class "A," and Special Iron, there has been an advance in the rates from 1 to 6 cents per 100 pounds, to a number of the stations mentioned. The reasons for making these advances the Bureau has taken up with the Southern Railway. At a conference the Manager had with the Traffic Manager of the Southern at Washington, in the early part of December, he agreed to have the rates thoroughly revised, and recognized the argument made by the Manager that many of these rates had been erroneously advanced and should be reduced.

All the stations to which reductions have been made could not be shown without making too extended a statement.

Reference is therefore made to the more important stations only.

The reductions, which apply to about 500 miles of territory, are as follows:

Per One Hundred Pounds.																	Per Ton, 2,000 lbs.		
Per 100 lbs.																	Per Ton, 2,000 lbs.		
Per Bbl.																	Per Ton, 2,000 lbs.		
Per 100 lbs.																	Per Ton, 2,000 lbs.		
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Oakman.....	9	12	9	a	a	a	3	a	a
Marietta.....															
Corona.....															
O'Brien.....															
Lockhart.....															
Smiths.....															
Alta.....															
Berry.....	11	14	11	a	1	1	...	1	4	a	a
Bankston.....															
Sardia.....															
Eisey.....															
Fayette.....	13	14	13	1	...	...	2	2	...	2	5	...	...	a	a
Corrin.....															
Mulberry Tank.....															
Kennedy.....	10	8	8	1	...	a	3	3	...	2	6	...	...	a	a
Millport.....															
Fernbank.....															
Hudson.....	4	4	4	4	4	...	1	2	2	1	4	4	...	...	...
Cedar Bluff.....															
Pheba.....															
Maben.....	10	8	8	5	4	...	3	4	3	1	6	6	8	...	...
Mathison.....															
Sapa.....															
Kilmichael.....	16	14	14	7	6	2	5	6	4	2	8	8	11	1	1
Elliott.....															
McAnerney.....	5	4	4	4	4	1	1	2	2	2	4	4	4	1	1
Carrollton.....															

	Per One Hundred Pounds.										Per 100 lbs.			Per Ton 2,000 lbs.				
	1	2	3	4	5	6	A	B	C	D	E	F	G	H	J	K	Spec'l	Iron
{ Berclair..... Purnell..... Baird..... Pollocks..... Indianola..... Brushville..... }	5	4	4	4	4	1	1	2	2	2	4	4	4	4	...	...	1	1
	7	8	6	4	a	a	3	4	3	3	7	6	8	8	...	...	a	a
	10	8	6	1	6	a	3	4	4	3	4	4	4	a	...	...	a	a
	9	6	4	2	a	1	...	3	5	a	2	...	6	6	...	...	2	2
	16	14	14	10	5	2	5	6	5	5	11	10	12	12	...	...	2	2
{ Marye to Maryland..... Black Bayou..... Glendoro..... Robinsons..... Webbs..... }	20	18	15	10	1	2	7	7	6	4	12	7	14	14	...	...	3	3
<i>Between Rome and Anniston.</i>																		
{ Pleasant Gap..... Spring Garden..... Dumbman..... }																		
<i>Webb Branch, Miss.</i>																		
{ Marye to Maryland..... Black Bayou..... Glendoro..... Robinsons..... Webbs..... }																		

Percy Branch,

Leesburg to Canadya.....	8	5	...	a	a	a	3	6	3	a	a	4	...	...	3	3
Hollandale.....	12	12	6	2	a	a	5	8	6	...	6	2	10	...	3	3
Overby	15	15	8	4	a	a	6	9	6	1	8	3	14	...	3	3
Percy... ..	23	19	18	16	13	9	10	11	10	8	15	20	12	...	2	2
<i>Blossburg Branch.....</i>																

Between Anniston and Selma.

Kymulga.....	3	4	4	4	3	...	1	2	2	2	4	6	...	...	a	a
Edwards.....	9	8	8	5	6	1	3	4	3	3	7	6	1	...	a	a
Coosa to Bolins.....	17	14	14	7	11	1	5	6	5	5	8	10	2	...	a	a
Nelson to Fanchers.....																

Letter "a" indicates that advances have been made.

Reduced Rates to Tampa, Florida.

Shortly after the Bureau was started, complaints were received from one of our large wholesale firms, and from the Charleston Lead Works, complaining about rates from Charleston to Tampa. The matter was taken up with the Plant System, and an earnest effort made to have all the rates between Charleston and Tampa reduced. The efforts of the Bureau which covered a large correspondence, and a personal conference with the Traffic Manager of the Plant System in regard to the matter, were unsuccessful, and the question of reducing the rates was closed by the Bureau for a long time.

It is well to record here the views of the Manager set forth in a letter to the Traffic Manager of the Plant System as to the gross injustice done Charleston in the rates of that company between Charleston and Tampa.

These views are set forth in the letter recorded below:

Rates on Lead to Tampa.

September 4th, 1896.

Mr. B. F. PAPY, G. F. A., Plant System, Savannah, Ga.:

Dear Sir—I am in receipt of your favor of the 11th inst., and very much regret the position you take in regard to rates on lead and lead pipe from Charleston to Tampa.

As a matter of course you recognize the fact that Charleston cannot do any business with Tampa as against Cincinnati, but you decline to make rates because—as you allege—"It has never been the policy of the rail lines to try to compete with water lines."

Further correspondence or agitation of this matter is useless, as we are powerless to secure a reduction, except through your voluntary action. I only answer your letter because you say that nobody is more aware of the fact than I am, that rail lines do not try to compete with water lines, and I do not wish to seem to assent to such a statement by my silence.

I am not aware that any such proposition is true; I know to the contrary that rail lines do compete with water lines. I know that you have put in rates from all the junction points in the Southeast—Augusta, Macon, Chattanooga, etc., via Mobile to Tampa, 40 per cent. below the rates from Charleston to Tampa by your lines. I know that rail rates are made from all the Eastern points to Charleston, to com-

pete with water rates from Eastern points to Charleston. I know that you make rates from here to Jacksonville, to meet water rates. I know that we have rates from here to Pensacola, to Mobile, and to New Orleans, from 80 per cent. to 40 per cent. lower than the rates to Tampa.

When you refused to lower your rates from Charleston to Tampa on the alleged ground that it would upset some basing you had fixed, making rates from Florida, in a spirit of compromise we asked you to reduce your rate on the one article, about the excessiveness of which rate repeated complaints have been made to me by shippers. You briefly declined to do so, without giving one good reason. As it is, you make it impossible for the shippers here to do any business at Tampa.

It is to be regretted that your company does not see it to be to its interests to make rates so as to aid points located on its own lines. It may be broad traffic policy but I do not believe it.

Yours truly,

(Signed)

JOHN A. SMITH,
Manager.

Since the writing of this letter efforts have been made by the Manager at different times to secure a proper adjustment of these rates, and effective August 11th, 1900, following reductions were made by the Plant System:

Cents per 100 Pounds.

1	2	3	4	5	6	A	B	C	D	E	H	F	K	R
43	39	34	30	27	19	20	5	16	5	25	29	5	2	2

Cents per 100 Pounds.

Special Iron.				Per ton.		Per carload.		
C	L	L	C	L	M	N	O	P
12		29		69	65	\$6	\$6	\$3

That the efforts of the Freight Bureau in agitating a reduction of these rates finally bore fruit, nobody could question. The reductions are important, as they will be basing rates for the rapidly increasing business between Charleston and Havana, Cuba.

Rate on Muriate of Potash from New York to Charleston.

The Bureau received complaint from a prominent fertilizer broker in Charleston that the rate on muriate of potash from New York to Savannah by water was \$2.00 per ton, while the rate from New York to Charleston was \$2.25 per ton. The matter was taken up by the Manager with the Clyde Line, and a reduction secured of 25 per cent. per ton, to place Charleston upon the same basis as Savannah.

Reduction in Rate on Fertilizer Material from Charleston to Charlotte, North Carolina.

Complaint was made to the Bureau by the brokers of Charleston that the rate on fertilizer material, consisting of sulphuric acid, nitrate of soda, muriate of potash, etc., from Charleston to Charlotte, was higher than the rate from Norfolk to Charlotte. Investigation developed the fact that a rate of \$2.40 per ton was being made from Norfolk on that commodity, while the rate from Charleston was \$3.20 per ton. As the distance from Norfolk to Charlotte is 351 miles as against 236 from Charleston to Charlotte, the injustice of carrying a higher rate from Charleston than from Norfolk, is self-evident. The matter was taken up with the roads at interest, with the result that the Charleston rate was made the same as that from Norfolk.

Reduced Rates on Rice to Alabama Points.

Upon the complaint of one of our rice dealers about rates on rice to certain points in Alabama, investigation by the Bureau developed the fact that lower rates were being made from New Orleans to this territory than those in effect from Charleston. The matter was taken up with the Southern Railway, and a reduction of 18 cents per 100 pounds secured in the rates from Charleston to Decatur, to Sheffield, Huntsville, Tuscumbia, and Florence, Ala.

IV. GENERAL SUBJECTS.

Arranging Special Passenger Rates.

The Bureau has actively assisted different societies and organizations of Charleston in obtaining reduced passenger rates for their State and Inter-State Meeting held at Charleston during the past year. Amongst these may be named the meeting of the South Carolina Federation of Women's Clubs; meeting of Grand Lodge of Masons; laying of Corner Stone of Exposition; and meeting of National Educational Association.

Securing Reduced Week-End Passenger Rates to North Carolina Mountain Resorts.

Through the efforts of the Bureau the Southern Railway was induced to put on from Charleston to its mountain resorts in North Carolina low round-trip rates the same as they were making from Columbia and other points on their line in the northern part of the State. The rates were put in effect July 28th, on the following basis: To Spartanburg and Greenville, \$4.50; to Stations on the line of Southern north of Spartanburg, to and including Asheville, \$5.40. Tickets were sold on Saturday good to return Monday. The benefit of these tickets to the Charleston public is set forth in the Manager's letter to Division Passenger Agent Allen at Charleston, given herewith:

April 18th, 1900.

Mr. G. B. ALLEN, D. P. A., Southern Railway, City:

Dear Sir—Last year the request was made of me by several gentlemen who had their families spending the summer on the line of the Southern Railway in North Carolina, to take up with your company the matter of putting in a reduced round-trip rate from Charleston to the mountains, good for three or four days, the same as you have in effect from Columbia and other points. It was so late in the season that I told them I did not think anything could be done. The matter is now submitted to you, however, with the request that you take it up with Mr. Turk, with a view to having the rate established at the time tourist rates are put in effect. My recollection is that the round-

trip rate from Columbia to Asheville is \$4.00, and that tickets are on sale Friday evening good to return Monday.

Yours truly,

(Signed)

JOHN A. SMITH,
Manager

Underbilling in Weight on Shipments of Rice from
Goldsboro, N. C.

One of our rice dealers made complaint that shipments of rice from Goldsboro consigned to him at Charleston, were being underbilled in weight, thus materially reducing the freight charges. He claimed, and very properly so, that if shipments of rice from Goldsboro to Charleston were underbilled, that shipments going to other points were also underbilled; this gave, of course, an advantage to rice dealers at Goldsboro over those at Charleston. The matter was taken up by the Manager with the roads at interest, and an effectual stop put to the underbilling in weight by the Goldsboro dealers.

Complaint of South Carolina Division of Wholesale Grocers' Association about Rates from Charleston to Goldsboro.

Complaint was made by this organization to the Bureau that lower rates existed from Goldsboro to Charleston, than those from Charleston to Goldsboro. The matter was taken up by the Bureau with the Atlantic Coast Line and Southern Railways, and an effort made to have the rates from Charleston to Goldsboro reduced to the same figures as those from Goldsboro to Charleston. This was refused, however, upon the ground that such instances of rate adjustment were frequently necessary, because of the different conditions that entered into the making up of rates in different directions. The Manager wishes to record here his emphatic dissent from this proposition, and to state that while the assertion made by the roads that this condition frequently exists, might have been true two decades ago, it is a method of rate making that in other parts of the country is being discarded as rapidly

as possible. In other sections traffic managers recognize the fact that there must be exceptional conditions indeed (and they certainly do not affect in this case), that justify the carrying of lower rates in one direction between two points, than are carried in the reverse direction between the same points.

**Rates on Fertilizer from Charleston to Troy and Ozark,
Alabama.**

The Bureau made an earnest effort with the Plant System and Central of Georgia Railways to secure a reduction in these rates; the basis for seeking a reduction being that rates on fertilizer material, consisting of nitrate of soda, muriate of potash, etc., from Charleston to these stations are less than rates on manufactured fertilizers. This same adjustment of rates, lower rates on fertilizer material than on fertilizers, existed from Charleston to a number of about twenty-five other important points in Alabama and Georgia. Through the efforts of the Bureau a reduction in the fertilizer rates from Charleston to the same figures as the fertilizer material rates, to the points referred to was secured. Through the arbitrary arrangement and co-operation of the Plant System and Central of Georgia Railway, it has not been possible to secure an adjustment of rates to Troy and Ozark on the same basis; which basis has been recognized by all the roads, including the Plant System and Central of Georgia, as proper to the other points.

Rate on Pig Lead from St. Louis to Charleston.

Upon the request of the Charleston Lead Works, an effort was made by the Bureau to secure a reduction in the rate on lead from St. Louis to Charleston. Similar efforts to secure a reduction in this rate had been made by the Bureau in the past, as recorded in former reports, but they had been unsuccessful. The Manager regrets to have to state that his efforts in this instance were as fruitless as those made in the past.

The mere statement that the rate on pig lead from St. Louis to Baltimore is 13½ cents, and to New York 16½ cents, as against a rate of 36 cents from St. Louis to Charleston, a less distance than that from St. Louis to either Baltimore or New York, ought to have been sufficient argument to induce the roads to reduce this rate. But the application for a reduction was denied, with no other reply on the part of the roads than that "That there was no evidence to show that a reduction in rate was necessary."

Collection of Claims.

The Bureau has been called upon several times by different merchants during the past year to aid them in the collection of claims, and has rendered valuable assistance to the applicants in securing the settlement of claims, which in some instances had been pending for a long time, and in others where payment had been at first refused by the companies.

Statistical Work of the Freight Bureau.

At the request of the Chamber of Commerce and the Cotton Exchange, the Manager has done a considerable amount of statistical work during the past year, which involved a large amount of labor, careful investigation and study. At the request of these bodies he prepared data for use of the United States Engineer's Office in the preparation of its report on the proposed inland water route from Chesapeake Bay south, part of which is now being surveyed through Albemarle and Pamlico Sounds.

Wealthy barge line owners in the North are urging upon the National Government the opening of this inland water route. The argument is made that it will make possible transportation of freight by barges south of Cape Hatteras, bringing about a large saving in freight charges between the South Atlantic ports and ports from Chesapeake Bay north; barge transportation being the cheapest known method of moving freight, particularly shipments of bulky commodities.

The value of the Bureau's work in this matter, and the value of its data as compared with that furnished by other Southern cities, is set forth in a letter from Mr. W. B. Brooks, President of the Lake Drummond Canal and Water Company, dated November 23rd.

It seems to the Manager a proper record to make of this work of the Bureau's by giving an extract from the letter referred to.

It is as follows:

"I have had a communication from Captain Lucas within the past few days, stating that he is having a great deal of difficulty in arousing the interest of Southern cities to the benefit that would accrue to them from inland navigation, stating that you are the only party who was able to put in his hands statistics that were of any value. I would, therefore, like to know if you could advise me of the names of any one in Savannah, Brunswick and Jacksonville that I could apply to for information necessary, and that could be relied on to take enough interest in the matter to arouse some enthusiasm?"

At the request of the Chamber of Commerce and the Cotton Exchange, the Manager prepared for the Department of State a statement of the relation of the Isthmian Canal to the commerce and industries of Charleston. It required much patient investigation and study to compile such data and information upon the subject as would be creditable to those bodies.

A letter was received by Mr. Thaddeus Street, Chairman of the Joint Committee, thanking the committee for the exhaustive report it had submitted.

Expenses.

The total expenses of the Bureau from January 1st, 1900, to December 31st, 1900, amounted to \$5,299.00.

Enactment of Car Service Rules.

Through conferences and correspondence with the Railroad Commission, the Bureau has been instrumental in having put in effect by the Commission car service rules, more satisfactory to the public than those heretofore in force.

Suit before Inter-State Commerce Commission to Secure
Reduction in Rates from the West.

Reference to this suit is made in both the Fourth and Fifth Annual Reports, a full exposition as to the basis of the suit being made in the former. Allusion is also made in the First and Second Annual Reports to the vital importance to this community of having the rates from the West to Charleston placed upon the Norfolk basis, or upon approximately that basis.

When the Manager first came to Charleston and found that the rates from the great commercial centres of the West to this port were, on all kinds of freight, from 75 to 150 per cent. higher than the rates from those same cities to Norfolk and all of the North Atlantic ports, it was no longer a source of surprise and wonder to him that for years there had been no growth or development in this community; that its commercial life, domestic and foreign, was what would not improperly be styled in a state of stagnation.

For months he reviewed and studied the situation carefully and thoroughly; the result was only to strengthen the conclusions that the city of Charleston and other South Atlantic ports, in the adjustment of the rates from the West, had suffered from, and were resting under one of the grossest wrongs ever suffered by any community or section, from rate discrimination, in the history of this country.

The suit is, of course, of full record with the Inter-State Commerce Commission, and has been argued by the attorney for the Freight Bureau, Mr. J. P. K. Bryan, before the Commission, with a force and ability that deserve the highest commendation.

It is not necessary to give here any detailed exposition of the suit. It is enough to state the broad ground upon which it rests: To secure for Charleston a proper relation of rates from the great West as compared with Norfolk and other Virginia cities.

This, supplemented by the statement that the Virginia

cities get their supplies from the West at rates so much less than Charleston does, that with low local rates out, in many instances the same as Charleston's to territory much nearer Charleston, those cities command the trade legitimately belonging to Charleston; command it on certain commodities and articles, even in territory at this city's very doors, will make clear the reasons prompting this suit.

In the Manager's opinion the root of the evil to Charleston's slow commercial development is found in this rate adjustment. He believes that the basic foundation of the city's commercial growth lies in a proper relation of rates from the West between Charleston and North Atlantic ports.

Unfortunate, indeed, in his belief would it be for the city should the suit not be prosecuted to a conclusion through all the Courts of the United States if necessary; provided, of course, a decision favorable to Charleston is rendered by the Inter-State Commerce Commission.

The Manager closes reference to this case with the recommendation that City Council, under whose auspices, through this organization the suit was inaugurated, should hold its prosecution, "as a ruling passion consuming all others," in all matters pertaining to railroads, whether relating to traffic or not.

Respectfully submitted.

JOHN A. SMITH,

Endorsed by the

Manager.

BOARD OF COMMISSIONERS.

W. B. WILSON,

Chairman.

F. S. HANCKEL,

City Council.

GEORGE B EDWARDS,

Chamber Commerce.

E. C. FESSE,

Cotton Exchange.

H. F. BREMER,

Merchants' Exchange.

G. WALTER McIVER,

Young Men's Business League.

REPORT OF SEWER COMMISSIONERS.

Sewerage Department, City Hall,
Charleston, S. C., March 8th, 1901.

To his Honor, the Mayor, and the City Council of Charleston,
S. C.:

Dear Sirs—I have the honor to submit the Fifth Annual Report of the Engineer in charge of the Sewerage System. The system has stood any test applied, and is in perfect working order, and inexpensive in its maintenance, and ready to supply all needs of the citizens for the removal of household waste that may engender disease and pollute our homes; its use should be more general, and those who use dry wells should abandon these foul receptacles of filth that pollute soil and water supply of wells and cisterns; all those who have storage tanks for water can easily connect their water closets and drains with the sewers, as it requires no greater amount of water to flush them than is now required in the use of the dry well.

We trust that soon a full supply of Edisto River water will render possible the extension of the Sewerage System through the whole city, and render Charleston second to no other American city in health and commercial prosperity.

We commend each of the officials connected with the Sewerage System for zeal and efficient discharge of every duty.

Respectfully,

T. GRANGE SIMONS, M. D.
Chairman Sewerage Commissioners.

City of Charleston, Sewerage Department,
Charleston, S. C., January 15th, 1901.

To T. Grange Simons, M. D., Chairman, and the Board of
Sewer Commissioners:

Gentlemen—I have the honor to submit herewith the Sixth Annual Report of the Sewerage Department, covering the transactions of the department for the year 1900.

Out of the appropriation of \$3,900.00 there is an unexpended balance of \$25.85, as will be seen from the financial statement, which will account for the various expenditures.

Legaré Street sewer, from Gibbes to Tradd, 793 feet in length, has been cleaned at a cost of \$41.34. Upon requisition of the Street Department, the following material has been transferred to them from the storage of pipe: 583 pieces of 8-inch pipe, 160 pieces of 15-inch pipe, 2 8-inch Y branches, and 49 10-inch Y branches, amounting to \$279.60.

The entire Sewerage System, with its appurtenances, is in good order.

The record of the water pressure gauge is made a part of this report, and it may be well to state again the data upon which the tables are based. The Bristol Recording Gauge is located in the basement of City Hall, and connected direct with the water main, elevated $2\frac{1}{2}$ feet above the street, the head of water in feet given in the tables being taken from the gauge.

The usual height is given for each hour of the day, and also the maximum and minimum heights observed, fire pressures not being included.

MONTH OF JANUARY.

Figures indicate height in feet to which water would rise in a pipe connected with the water main.

Hour.	A. M.												P. M.											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Prevailing height.....	0	0	0	0	0	0	23	23	69	74	37	37	69	74	42	18	18	65	74	23	23	69	76	18
Maximum	2	2	0	0	0	0	32	37	74	74	44	72	76	74	46	42	42	72	74	28	78	78	78	78
Minimum	0	0	0	0	0	0	0	16	32	32	32	37	35	18	16	14	12	16	9	12	12	12	9	0

MONTH OF FEBRUARY.

Prevailing height.....	0	0	0	0	0	0	23	32	69	74	37	37	69	74	42	18	18	65	74	21	23	23	74	18
Maximum	0	0	0	0	0	0	65	69	74	74	72	74	76	76	74	74	74	76	76	74	78	78	78	76
Minimum	0	0	0	0	0	0	0	14	52	35	35	35	32	37	16	16	14	14	14	18	16	18	18	0

MONTH OF MARCH.

Prevailing height.....	0	0	0	0	0	0	23	32	69	74	37	37	69	74	42	18	18	65	74	23	23	69	76	18
Maximum	0	0	0	0	0	0	28	42	72	74	42	72	74	76	60	35	37	69	74	30	74	78	78	76
Minimum	0	0	0	0	0	0	0	37	32	37	35	35	32	42	14	16	16	16	14	16	18	16	18	0

MONTH OF APRIL.

Figures indicate height in feet to which water would rise in a pipe connected with the water main.

Hour.	A. M.												P. M.											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Prevailing height.....	0	0	0	0	0	23	32	65	74	37	39	69	74	42	18	18	16	18	60	74	18	18	74	78
Maximum	5	5	2	0	0	28	37	72	74	42	74	76	76	46	25	23	65	74	62	78	78	78	78	78
Minimum	0	0	0	0	0	0	0	9	32	37	35	35	37	14	9	12	14	9	16	18	14	16	14	0

MONTH OF MAY.

Prevailing height.....	0	0	0	0	0	23	28	65	74	37	37	69	74	37	18	18	18	18	28	32	18	28	69	74
Maximum	7	7	0	0	0	23	35	69	76	39	74	76	76	46	23	23	23	23	62	76	78	78	78	78
Minimum	0	0	0	0	0	0	0	16	28	32	32	32	37	14	14	9	7	7	14	18	18	16	18	0

MONTH OF JUNE.

Prevailing height.....	0	0	0	0	0	18	28	69	74	18	18	55	74	18	18	18	18	18	23	23	74	76	76	0
Maximum	0	23	2	7	0	28	37	74	74	37	69	74	76	42	25	23	21	25	28	57	76	78	78	76
Minimum	0	0	0	0	0	0	0	14	18	14	14	14	14	7	5	7	7	7	5	5	18	9	0	0

MONTH OF JULY.

Figures indicate height in feet to which water would rise in a pipe connected with the water main.

Hour.	A. M.												P. M.											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Prevailing height.....	0	0	0	0	0	18	18	60	72	18	21	60	74	18	18	18	14	14	18	18	55	74	74	0
Maximum	2	2	2	2	2	25	25	60	74	35	65	74	74	32	23	23	21	21	23	60	76	78	76	23
Minimum	0	0	0	0	0	0	12	9	9	7	5	23	14	14	14	9	9	9	5	7	9	14	0	0

MONTH OF AUGUST.

Prevailing height.....	0	0	0	0	0	18	18	55	72	18	21	60	74	18	18	14	12	9	9	18	23	69	74	0
Maximum ".....	0	0	0	0	0	25	25	60	74	32	65	74	76	39	23	23	21	21	23	62	78	76	76	18
Minimum ".....	0	0	0	0	0	0	7	7	7	9	16	18	12	7	5	5	7	7	7	9	9	9	0	0

MONTH OF SEPTEMBER.

Prevailing height.....	0	0	0	0	0	23	23	56	72	18	18	60	74	18	18	18	18	18	23	23	69	74	0
Maximum ".....	0	0	0	0	0	28	32	69	74	39	65	74	76	39	23	23	23	23	23	65	76	76	18
Minimum ".....	0	0	0	0	0	0	16	16	16	14	16	18	18	9	5	9	5	7	7	12	14	18	0

MONTH OF OCTOBER.

Figures indicate height in feet to which water would rise in a pipe connected with the water main.

Hour.	A. M.												P. M.											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Prevailing height.....	0	0	0	0	0	23	23	57	72	21	21	60	74	18	18	18	18	18	21	23	23	74	74	0
Maximum ".....	2	2	2	2	2	25	28	62	74	60	74	74	74	28	28	23	23	28	25	65	76	76	76	2
Minimum ".....	0	0	0	0	0	0	14	25	18	14	14	21	18	16	14	14	12	14	14	18	18	18	0	0

MONTH OF NOVEMBER.

Prevailing height.....	5	5	5	5	5	23	32	69	74	39	23	69	74	23	28	23	23	23	23	28	28	74	76	5
Maximum ".....	5	14	12	5	5	37	46	72	76	42	72	76	76	46	39	39	39	44	69	78	78	78	5	5
Minimum ".....	0	2	0	2	2	0	18	16	23	18	23	23	18	18	16	16	14	18	18	21	21	23	2	2

MONTH OF DECEMBER.

Prevailing height.....	5	5	5	5	5	37	46	69	74	42	42	72	76	25	25	23	23	23	25	28	30	78	78	5
Maximum ".....	7	7	9	9	7	46	51	76	76	46	74	78	78	48	42	44	28	30	72	78	78	78	5	5
Minimum ".....	0	0	2	2	0	0	42	37	42	37	39	37	39	21	18	18	18	16	21	23	23	23	5	5

THE FINANCIAL STATEMENT.

Expenditures and Expenses for the Year 1900:

To Power House—

Salaries.....	\$1,673	40
Coal.....	774	10
Supplies, oils, waste and packing....	91	49
Equipment and other supplies....	16	63
Rings for compressors.....	28	80
Grate bars.....	19	08
Repairs—Compressors.....	\$20	05
Boilers and blow off.....	43	49
Water Pumps.....	14	19—
		77 73
Taxes.....	9	09
Telephone.....	16	64
Ice and incidentals.....	30	66—
		\$2,737 62

To Ejectors—

Repairs—Material.....	\$36	71
Labor.....	7	65
		44 36
Changing Exhaust, Ejector Station No. 1—		
Material.....	\$ 6	09
Labor.....	3	50
Repairing.....	1	50
		11 09
Miscellaneous.....	1	20—
		\$ 56 65

To System—

Cleaning Sewer Legaré St., Gibbes to Tradd—		
Material.....	\$14	14
Labor ..	27	20—
		41 34
Repairs Flush Tanks Atlantic Street and East		
Battery—Labor and material.....	23	14
Miscellaneous.....	2	00
		65 48

To Office Supplies—

Stationery and gauge charts.....		13 15
----------------------------------	--	-------

To Miscellaneous Account—

Salary Superintendent of Sewers.....	\$1,000	00
Advertising for bids.....	1	25
		1,001 25

Appropriation for the year 1900.....	\$	3,900	00
Expended to Power House (as above).....	\$2,787	62	
Expended to Ejectors (as above).....	56	65	
Expended to System (as above).....	65	48	
Expended to Office Supplies (as above).....	13	15	
Expended to Miscellaneous Account(as above)	1,001	25—	3,874 15
Unexpended Balance in City Treasury, December 31st, 1900...	\$	25	85

Respectfully submitted.

R. B. OLNEY,
Superintendent of Sewers

PUBLIC MARKETS.

Market Hall,
Charleston, S. C., January 5th, 1901.

To the Commissioners of the Public Markets:

Gentlemen—In accordance with law, I hereby submit a statement of the transactions of this office, from January 3d, 1900, to January 5th, 1901.

COLLECTIONS.

Fish and vegetables.....	\$1,812 08
Centre beef and pork markets.....	2,894 45
Upper Market.....	
Weights and measures, scale fees.....	258 84
Mount Pleasant Ferry Co.....	200 04
Fish Licenses.....	200 00
Ice house rent, Upper Market.....	20 00
Market hall rent.....	50 00
Sundries.....	2 60
Fines.....	
Cash balance from last year.....	129 92
Total.....	<u>\$5,067 98</u>

EXPENDITURES.

Wages to hands.....	\$ 906 50
Repairs, sundry expenses.....	470 24
City Treasurer.....	3,457 00
Insurance.....	78 50
Balance on hand.....	155 69
	<u>\$5,067 98</u>

JOHN P. O'NEILL,
Chief Clerk Markets.

MANAGEMENT OF CONVICTS.

Charleston, S. C., January 21st, 1901.

To the Honorable, the Mayor and Aldermen of City Council,
Charleston, S. C.:

Gentlemen—In accordance with the law, I beg to submit the following report of the Commissioners for the Management, Care and Custody of Convicts, for the year ending December 31st, 1900:

Number of convicts received from Recorder's Court.....	745
From Magistrate Courts	67
Total received during the year.....	812
Divided as follows:	
Colored.....	756
White.....	56
 The average number of convicts per day	 42
The average number of sick per day	8
Deaths.....	1
Escapes.....	1
The largest number on gang any one day	75
The smallest number on gang any one day.....	27

The terms of sentences vary from five to thirty days.

No women were received on the chain gang during the year. —

LOCATION AND CHARACTER OF WORK.

January.....Chicora Park. Work on ditches and roads, building bridges under City Engineer.

February....Chicora Park. Work on ditches, cutting roads, cutting down dead trees, digging roots and burning same, under direction of City Engineer.

March.....Chicora Park. Cutting roads and walks, raising roads, cutting ditches, building bridges, etc., under direction City Engineer.

April.....	First two weeks in April working at Chicora Park, under direction City Engineer. The remainder of the month working on Rutledge Avenue, King, Meeting and all cross streets, under direction Superintendent of Streets.
May.....	Chicora Park. Cleaning roads and walks, cleaning ditches, and Pond "No. 2."
June.....	Chicora Park. Working on Pond "No. 2." Digging out black earth, and levelling around the edge of pond, and piling same
July.....	Chicora Park. Work on Pond "No. 2," cleaning roads, walks and ditches, etc. Under direction of City Engineer.
August.....	Meeting, King, Rutledge Avenue and all cross streets from the Boundary down; also Ashley Avenue and Spring Street. Cutting grass, cleaning streets, etc.
September..	King, Meeting, Rutledge Avenue and all cross streets from King to the Ashley River, in northwestern portion of city. Cutting grass, cleaning and grading streets.
October	From 1st to 15th, King, Meeting and Dunneman's Farm. Cleaning streets, gutters and ditches. From 15th to 31st, Chicora Park; laying out, and working on Golf Links.
November..	Chicora Park. Work on Golf Links, cleaning up roads, walks, burning trash, etc. Under direction City Engineer.
December ...	Chicora Park. Cleaning roads, walks and repairing wharf, digging stumps, cutting dead trees, burning trash, etc. Under direction City Engineer.

The following statement shows the amount appropriated to this commission, and the disbursement of same.

Appropriation	\$4,775 00
Expenditures.	
Salaries	\$4,200 00
Transportation of food.....	180 00
Clothing and Shoes.....	252 75
Printing.....	26 10
Belts	25 80
Tinware, spoons, etc.....	14 93
Chains, shackles, and repairs to same.....	74 05—\$4,773 13
Balance	\$ 1 87

All of which is respectfully submitted.

J. H. THAYER,
Chairman Board Commissioners.

Charleston, S. C., January 22nd, 1901

To the Honorable the Mayor and Council of Charleston:

Gentlemen—At the regular monthly meeting of the Board of Commissioners for the Management, Care and Custody of the Convicts, held on January 21st, the following officers were elected:

James Kelly, Superintendent.

Fritz Sahlmann, Guard No. 1.

John F. Ferguson, Guard No. 2.

W. D. Sullivan, Guard No. 3.

J. W. Watts, Guard No. 4.

M. P. Healy, Guard No. 5.

Respectfully submitted for your approval.

G. C. SCHMETZER,
Secretary.

REPORT OF TIDAL DRAIN KEEPER.

Charleston, January 1st, 1901.

To his Honor, the Mayor, and City Council:

Gentlemen—I have the honor to submit the following report of the proceedings of this department for the past year.

Appropriation allowed and designated as follows, viz:

To cleaning out drains.....	\$4,000 00	
To tidal drain keeper—Salary.....	900 00	
To repairing of drains.....	1,600 00	
Total allowance.....	<u>\$6,500 00</u>	
To C. S. Pitcher, hardware, etc., for cleaning drains..	\$ 53 20	
To E. L. Halsey, lumber for making troughs.....	29 01	
To Wm. E. Holmes & Co., oil, etc., for cleaning drains.....	29 95	
To John C. Beard, 2 dozen drain torches, at \$3.75 per dozen.....	7 50	
To John F. Riley, 1 crank handle.....	1 50	
To Joe Wathers, 1 complete windlass.....	7 00	
To Charleston Iron Works, general overhauling of all tools, and 6 new windlasses, and 8 iron buckets, etc.....	200 25	
To cleaning out the drains.....	2,926 88	
To two men's salary for year, at \$365.00 each.....	730 00	
To repairing Meeting Street drain.....	600 00	
To tidal drain keeper—Salary.....	900 00—	5,485 29
Balance on hand.....		<u>\$1,014 71</u>

Yours respectfully,

JOHN E. KOSTER,

T. D. K.

PLANTING AND PROTECTION OF SHADE TREES.

REPORT OF COMMISSIONERS.

Charleston, S. C., January 1st, 1901

To the Honorable the Mayor and Aldermen of the City Council:

Gentlemen—The Commissioners for the Planting and Protection of Shade Trees desire to renew their sense of obligation to your Honorable Body for your continued interest in the work of gradually beautifying our streets. The amount placed at their disposal last year was one thousand dollars, which was expended as follows:

Purchase of trees.....	..\$255 62
Planting, staking and wiring the same.....	195 12
Wire netting for old and new trees.....	208 00
Repairing old tree boxes, trimming trees, and killing caterpillars.....	333 59
Amount expended.....	\$987 33
Leaving a balance on hand of.....	\$ 12 67

Six hundred new trees were planted as follows:

Live Oaks—Rutledge Avenue, above Sheppard, 264; Rutledge Avenue and Broad, 28; East Bay near Battery, 5; Doughty, 4. Total, 301.

Elms—Church Street, 57; Bay, 12; George, 45; Meeting, 20; Coming, 49; America, 25; East Bay, 7. Total, 215.

Carolina Poplars—Coming, 36; Smith, 1; Spring, 2; Meeting, 6; Cannon, 7; Bull, 2; Broad, 9; Calhoun, 8; St. Philip, 1; Wall, 6. Total, 84.

This makes a total of 4,457 trees planted by your Commissioners since their appointment in 1893 (seven years), at

an average expense of \$1.40 each for cost of trees, planting, boxing, wiring, trimming and killing caterpillars.

For three years your Commissioners have been endeavoring to plant an avenue of live oaks in Rutledge Avenue, north of Shepherd Street, and will continue the work until there will be a continuous avenue of these magnificent oaks to the Exposition Grounds. This finest of trees of our low country is of slow growth, and therefore this avenue will not make much show for some years to come, but we feel that we are planting for posterity, and that in time, if proper care is taken of them, there will be no finer avenue of live oaks in the world. We sincerely trust that no wires for electrical purposes will ever be allowed to interfere with the spread of the branches of these trees.

We renew our regrets at the apparent necessity of cutting out limbs of old established trees in the city streets to make room for wires. Under existing circumstances, we suppose that, to some extent, this is a necessary evil, and we are generally pursuing the policy of planting only such trees as can be trimmed back heavily, affording denser foliage for shading sidewalks, rather than the planting of such trees as obtain great height, to be invariably sacrificed or marred.

A number of the trees planted in recent years have fallen victims to the poison of illuminating gas, through the leaky and worn out gas mains, as wherever the gas escapes into the soil, and comes into contact with the roots of young trees, it is fatal.

During the year we have had ten old dead trees cut down, and have given twelve special permits to individuals to trim trees in front of their lots, under their own personal supervision, besides having given general permits to all companies using electrical wires to do such trimming only as was absolutely necessary.

We have found it more economical to discontinue to some extent the boxing of trees, because of the unsightly appearance of long rows of wooden boxes, and because the boxes

themselves bruise the trees during high winds, and also because they require such constant renewal, on account of the natural decay of the wood. We tried wrapping the trees with wire netting, but found that what was first used was too light to resist the teeth of hungry horses, and have therefore been obliged to use a heavier and more expensive material; but even this does not seem strong enough to prevent severe injury by the hubs of vehicles from careless driving or runaways.

A large number of trees in every city, not only such as are newly planted, but also those of larger growth, are constantly being injured by the gnawing of horses, which are hitched to them, or left unhitched by careless drivers. The only remedy that we can see is the rigid enforcement of the City Ordinances.

Trees are also injured in growth, if not actually killed, by the necessary cutting of roots in digging for water and gas pipes, or in laying curbstones and sidewalks, so as to make gutters for the unchecked flow of surface water. This mode of injury seems to a great extent unavoidable.

We respectfully ask your Honorable Body to appropriate for the year 1901, for new trees, \$250; planting, \$175; wire netting and stakes, \$175; boxes, wiring, trimming, and killing caterpillars, \$400; total, \$1,000.

We cannot forbear saying, however, that it would be far better, if Council could see the way, to make an appropriation of at least \$2,000 per annum, for a series of years. This would enable the Commissioners to plant a greater variety of trees, and to experiment with some which, while grown successfully in other cities, may or may not do well with us; and they would also be enabled to render more efficient service in destroying insect enemies to trees, and to provide more durable and effective protection than wooden boxes, or light wire netting.

It is hoped that, in whatever other departments of the city government reductions of appropriations may be made,

the City Council will never feel inclined to cut down the reasonable amounts asked for by the Commissioners, who believe that this work certainly contributes to the beauty and health of the city.

Respectfully submitted.

ZIMMERMAN DAVIS,
C. A. CHISOLM,
CHAS. R. VALK,
Commissioners.

HARBOR COMMISSIONERS.

Charleston, S. C., January 15, 1901.

To the Honorable the Senate and the House of Representatives of the State of South Carolina:

In compliance with the Act hereto relating, and in behalf of the Harbor Commissioners for the Port of Charleston, I have the honor to report:

That from the records of the Harbor Master's office it appears that during the twelve months ending December 31st, 1900, the arrivals of American vessels at the port of Charleston amounted to 614, classified as follows: 216 schooners, 331 steamships, and 7 barks, aggregating 840,060 tons (net register).

That during the same period there were 70 arrivals of British vessels, classified as follows: 65 steamships, 1 bark, and 4 schooners, aggregating 100,702 tons (net register).

That during the same period there were also 20 arrivals of vessels of other foreign nationalities, of which 18 were steamships, and 2 barks, aggregating 29,021 tons (net register).

Thus it appears that the total number of arrivals at the port for the year above mentioned amounted to 704 vessels, with an aggregate tonnage of 969,783 tons (net register); whilst in the year immediately preceding the total number of arrivals was 740 vessels, with an aggregate tonnage of 974,959 tons.

From the financial statement submitted to the Board, it appears that on the 1st of January, 1900, there was a cash balance on hand amounting to \$93.52, and that during the year \$1,912.50, for harbor fees, were collected from vessels which arrived. The disbursements during the past year

amounted to \$1,990.95, leaving on hand the 1st of January \$15.07.

The Port Wardens report that they have surveyed 23 vessels during the past year, and that the amount they received was \$423.00 as against \$456.00 for the previous fiscal year. The reports in detail, referred to in the foregoing, are on file in the office of the Board.

Respectfully submitted.

J. ADGER SMYTH,
Mayor, and ex-officio Chairman Board of Harbor
Commissioners.

HARBOR MASTER'S REPORT.

Office of Harbor Master,
Charleston, S. C., January 15, 1901.

To the Honorable the Mayor and Aldermen of Charleston,
S. C.:

Gentlemen—I have the honor to submit the accompanying report of the arrivals of vessels at this port for the year ending December 31st, 1900.

I am, Gentlemen,

Yours respectfully,

JAMES ARMSTRONG,
Harbor Master.

No. 1.

MONTHS.	Steamers	Schooners	Barks	Brigs	Tonnage	Nationality
January	36	20	1	.....	78,810	United States
February	34	17	.....	.....	68,245	" "
March	35	22	1	.....	76,894	" "
April	36	11	.....	.....	72,194	" "
May	36	24	1	.....	77,833	" "
June	31	10	1	.....	62,671	" "
July	29	19	.....	.....	63,491	" "
August	30	17	3	.....	70,956	" "
September	33	17	.....	.....	69,249	" "
October	28	16	.....	.....	61,853	" "
November	29	20	.....	.....	64,473	" "
December	34	23	.....	.....	73,391	" "
Totals	391	216	7	.....	840,060	

No. 2.

MONTHS.	Schooners	Steamers	Barks	Brigs	Tonnage	Nationality
January .....	.....	5	.....	.....	6,271	British
February .....	.....	5	1	.....	7,301	"
March .....	.....	6	.....	.....	7,110	"
April .....	.....	7	.....	.....	7,443	"
May .....	.....	1	.....	.....	1,107	"
June .....	.....	4	.....	.....	5,763	"
July .....	.....	1	.....	.....	1,962	"
August .....	.....	3	.....	.....	5,506	"
September .....	.....	8	.....	.....	13,893	"
October	1	18	.....	.....	29,045	"
November	1	3	.....	.....	5,821	"
December	2	6	.....	.....	9,480	"
Totals.....	4	65	1	.....	100,702	

No 3.

MONTHS	Steamers	Barks			Tonnage	Nationality
January	4	.....	.....	.....	4,962	Norwegian
February	1	.....	.....	.....	338	Norwegian
February	1	.....	.....	.....	1,492	German
March	2	.....	.....	.....	1,864	German
March	1	.....	.....	.....	1,646	Danish
March	1	.....	.....	.....	1,403	Norwegian
July	1	.....	.....	.....	1,948	Norwegian
September	1	1	.....	.....	2,499	Norwegian
September	1	.....	.....	.....	1,653	Spanish
September	1	.....	.....	.....	2,339	Holland
October .....	.....	1	.....	.....	1,089	German
November	1	.....	.....	.....	2,771	Italian
December	1	.....	.....	.....	2,206	Spanish
December	2	.....	.....	.....	2,811	German
Totals.....	18	2	.....	.....	29,021	

DEPARTMENT OF CHARITIES.

CHARLESTON ORPHAN HOUSE.

To the Mayor and Aldermen of the City of Charleston:

Gentlemen—I have the honor to present herewith a statement of the Receipts and Expenditures of the Charleston Orphan House for 1900. Also the reports of the various standing committees for the fiscal year ending December 31st, 1900, with the annexed statement of the Commissioners' Trust Fund.

GEORGE W. WILLIAMS.

Chairman Board of Commissioners of the
Charleston Orphan House.

Report of the Treasurer.

Statement of Receipts and Expenditures of the Charleston Orphan House, for the year ending December 31st, 1900:

Receipts.	
To amount received from interest on Public Fund.....	\$ 9,449 92
To amount received from Commissioners' Trust Fund.....	1,976 88
Balance from City Council.....	11,844 79
	<hr/>
	\$23,271 09
Expenditures.	
By amount expended as per monthly returns to City Council...	\$20,594 71
By physician's salary.....	700 00
By amount expended from Commissioners' Trust Fund, as per return to City Council.....	1,976 88
	<hr/>
	\$23,271 09

ST. JOHN P. KINLOCH,

Treasurer B. C. O. H.

Charleston, January 10th, 1901.

Report of Committee on Improvement and Discipline.

Charleston, January 1st, 1901.

The Committee on Improvement and Discipline respectfully report that they do not see where any improvement can be made in the discipline of the House.

FRANCIS J. PELZER.

B. A. MUCKENFUSS.

T. A. WILBUR.

JAMES M. EASON.

A. F. C. CRAMER.

J. S. BUIST.

A. T. SMYTHE.

GEORGE W. EGAN.

**Report of Committee on Schools for year ending
December 31, 1900.**

Highest Number on Register—Boys, 120; Girls, 106.
Total, 226.

Average Attendance—Boys, 114; Girls, 100. Total,
214.

Admitted During the Year—Boys, 24; Girls, 23. Total,
47.

Discharged During the Year—Boys, 26; Girls, 18.
Total, 44.

The studies embrace Orthography, Reading, Writing, Mental and Practical Arithmetic, Common School and Physical Geography, Modern and Ancient History, Grammar, Familiar Science, Physiology, Book-Keeping, Stenography, Typewriting, Vocal and Instrumental Music.

The Kindergarten now numbers 57, a class of 14 having been promoted to the Primary Department. Nine children, recently admitted, who were too large for the Kindergarten, and not advanced enough for the Primary, have been placed under instruction of one of the advanced girls.

Instead of the usual weekly reviews, written examinations are now held once a month.

William Abrams, who is in the Second Class of the High School, continues to give satisfaction to his teachers.

The statistics of the year's curriculum speak for themselves. The highest standards have been maintained in all the departments, and the results are seen, not only in the department of the scholars, but in their eagerness to obtain knowledge, which, in the near future, will be of inestimable advantage.

Our citizens have taken great interest during the past year in all that appertains to the Institution, as is evidenced by the increased weekly attendance upon the public day.

In the early summer the School and Institution were visited officially by the Grand Lodge of the Knights of Pythias, a representative charitable institution of the State. Coming from every section of our Commonwealth, these gentlemen expressed their pleasure and gratification at the workings of the House in all of its departments. To many it was a revelation, and as expressed to your Chairman, a department of charity that not only our city, but the whole State should be proud of. Addresses of welcome were made by the Chairman of this Committee, and responded to feelingly by prominent members of the Order.

In July, the "National Educational Association" held its annual meeting in the city of Charleston. Our Principal and her assistants held important positions on the various committees of their body, and contributed much by their courtesy, energy and zeal in the cause, to make that meeting a success. The Institution was visited by nearly all the delegates. Their gratification can be properly expressed in a letter written by their distinguished Secretary, Dr. Shepard, to Miss Irving, in which he says:

"Thanks to yourself and associates for courtesies extended. I appreciate the wonderful work you have done, and are still doing in this beautiful home. It is one of the most interesting and inspiring places I have ever visited."

It is such testimonials as these that make your Committee and the Board proud of the work of the School, under the able management of its Principal and her accomplished associates.

All of which is respectfully submitted.

(Signed) J. S. BUIST,
Chairman.

V. C. DIBBLE.
F. J. PELZER.
B. A. MUCKENFUSS.
A. F. C. CRAMER.

The Committee on Retrenchment and Reform.

January 1st, 1901.

The Committee on Retrenchment and Reform beg leave to report that the management of the Institution is, as usual, conducted on as economical principles as possible, and have no suggestions to make.

Respectfully,
T. A. WILBUR,
Chairman.
A. F. C. CRAMER.
F. J. PELZER.

Abstract of the Receipts and Expenditures of the Private
Fund of the Commissioners of the Charleston Orphan
House, for the Year ending December 31st, 1900.

Dr.	
To Balance from last year's account.....	\$ 652 08
Received from Interest on investments.....	2,698 50
Donation through Mr. H. H. DeLeon.....	50 00
	<u>\$8,400 58</u>
Cr.	
By cash paid officers' salaries.....	\$ 350 16
Clothing and books for High School boy.....	28 94
Subscription N. Y. Herald	10 00
\$1,000 City Charleston 4 per cent. bond.....	1,050 00
Tablets Memorial Hall.....	28 00
Box Germania Savings Bank.....	5 00
Photographs of Institution.....	27 00
Magnolia Cemetery—Care Lot.....	80 00
Funeral expenses four children.....	147 00
Expenses annual picnic excursion	171 08
Donation to hospital nurse and pupils.....	53 00
Books for Library.....	75 00
Postage and Revenue Stamps.....	1 20
	<u>\$1,976 88</u>
Balance.....	1,424 20
	<u>\$8,400 58</u>

ST. JOHN P. KINLOCH,

Treasurer.

Examined and found correct.

H. H. DeLEON,

J. S. BUIST,

B. A. MUCKENFUSS,

Committee.

List of Stocks, Bonds and other Securities belonging to the
Private Fund of the Commissioners of the Charleston
Orphan House, Exhibited to us by St. John P. Kinloch,
Treasurer, this 21st day of December, 1900.

54	City of Charleston 4 per cent. Bonds, each \$1,000.....	\$54,000
11	“ “ “ “ 500.....	5,500
5	“ “ “ “ 100.....	500
1	Certificate of State of South Carolina Stock.....4½ per cent..	4,500
1	Certificate for 20 Shares Magnolia Cemetery Stock, \$100	2,000
1	Certificate for 4 Shares Bank of Charleston Stock.....	400
1	Certificate for ¼ Share Bank of Charleston Stock.....	50
1	Deed for Six Lots in Magnolia Cemetery.	

Examined and found correct.

H. H. DeLEON,
J. S. BUIST, M. D.,
B. A. MUCKENFUSS,
Committee on Accounts.

GEORGE W. WILLIAMS,
Chairman.

Charleston, February 1st, 1900.

Cash Transaction of the Trustees of the Orphan House Fund
and Estate, from January 1, 1900, to December 31,
1900.

DR.	
To Interest Account—	
12 months interest on \$88,176.20 So. Ca. 4½ per cent.	
Stock.....	\$1,717 92
12 months interest on \$198,800 City Charleston 4	
per cent. Bonds.....	7.782 00—\$9,449 92

CR.	
By Interest Account—	
Amount paid over to City.....	\$9,449 92

ASSETS.	
4 per cent. Bonds City of Charleston.....	\$198,800 00
4½ per cent. Stock State So. Ca.....	88,176 20

Respectfully submitted. J. O. LEA,
City Treasurer.

Examined and found correct.

(Signed) GEORGE W. WILLIAMS,
Chairman Commissioners Orphan House, and Trustee Orphan
House Fund and Estate.

Binding Out Committee.

Admitted during the year 1900—32 boys; 24 girls. Total,
56.

Discharged—23 boys; 20 girls. Total, 43.

The majority of these have been given to their relatives.

Two went to farmers, two to merchants, and two to domes-
tic service.

GEORGE W. EGAN,
Chairman.

A. T. SMYTHE.
V. C. DIBBLE.

Report of Committee on Repairs.

The Committee on Repairs respectfully report that the following repairs have been made during the year:

Slate roof of main building.

Sky lights in library.

New ventilating pipes put to four soil pipe stacks.

Cisterns cleaned and re-cemented; new galvanized pipe put in for the purpose of washing the roof off.

Lavatories and bath rooms—Ceilings re-plastered and whitewashed.

Hospital department, and rooms connected with it, put in good repair.

Kitchen whitewashed and painted. Two large windows in north extension, blown out by the storm, replaced.

Concrete floor put in out-buildings.

Play room and passages whitewashed.

Gutters and pipes on the Chapel repaired.

Swings, bars and benches in front yard, and all wood work in house, put in order.

Lights in windows, 49.

Window cords, 73.

The balustrades on the portico, made of wood, were so often in need of repair, that the Board decided to have all the wood work removed, and replaced with stone; this has been satisfactorily done, and will be a great saving in the end.

In a large building like this, plumbing, plastering and minor repairs, not easily defined, are constantly being made.

Cost of repairs, \$2,615.33.

GEORGE W. EGAN,

AUGUSTINE T. SMYTHE,

Committee on Repairs.

Committee on Purveyance.

The Committee on Purveyance beg leave to submit their report of the expenditures of the Charleston Orphan House, for the year 1900:

	LBS.	COST.
Fresh Meat.....	28,251	\$ 870 69
Bacon, Hams and other Salt Meats...	4,657½	449 43
Coffee.....	340	48 63
Cocoa Shells.....	1,677	50 31
Rice.....	2'877	94 24
Butter.....	1,338	325 46
Cottolene.....	959½	78 10
Tea.....	80	43 40
Sugar.....	3,292	178 97
Molasses.....	560 gals.	201 60
Flour.....	22 bbls.	108 65
Irish Potatoes.....	26 bbls.	57 45
Sweet Potatoes.....	43 bbls.	58 15
Bread.....	50,249 lbs.	1,187 76
Milk.....	4,296½ gals.	760 46
Grist, 482½ bush; Meal.....	178½ bush.	371 85
Small Groceries.....		507 80—\$5,332 95
<hr/>		
Soap, Starch, etc.....		87 50
Fuel—Wood and Coal.....		1,009 47
Clothing, House Linen, Hats and Shoes.....		1'852 85
Books, Stationery, etc.....		242 78
Medicines, Carbolic Soap, Disinfectants, etc.....		270 14
House Furnishing, Garden Seeds, etc.....		423 34
Salaries and labor.....		7,024 66
Incidental expenses, such as vegetables, picnic, extras for sick (Officers' tables, and other small items too numerous to mention).....		1,201 11
Repairs.....		2,615 33
Insurance on building.....		700 00
Total		<hr/> \$20,709 63

The Committee are pleased to report that notwithstanding a rise of prices in several articles of consumption, the increased amount for repairs and improvements, and the payment of premium for insurance, there is not much difference between the expenses of this and previous years; showing the great care and economy practised in the management of the Institution.

Owing to the long continued drought, the garden did not do as well as last year. It furnished the following:

- 53 bunches Beets.
- 987 bunches Carrots.
- 207 bunches Turnips.
- 100 bunches Radishes.
- 22 $\frac{1}{4}$ bushels Snap Beans
- 17 $\frac{1}{2}$ bushels Tomatoes.
- 1 $\frac{1}{2}$ bushels Okra.
- 3 bbls. Onions.
- 16 heads Lettuce.
- 63 Pumpkins.
- 98 Egg Plants.

Respectfully submitted.

JAMES M. EASON.

T. H. WILBUR.

AUGUSTINE T. SMYTHE.

Committee on Chapel and Anniversary.

The Committee on Chapel and Anniversary respectfully report that Divine Service has been conducted in the Chapel every Sabbath afternoon during the year by the resident Clergy and seven visiting Ministers: Rev. F. M. Eason, Rev. J. M. Wilbur, Rev. J. W. Jones, D. D., Rev. J. T. Wightman, D. D., Rev. F. R. Beattie, D. D., Rev. B. P. Robertson, and Rev. Robert Walker.

The thanks of the Committee are again tendered the Clergy for their very prompt responses to the invitations to

fill the pulpit, but they feel that they are in some measure repaid by the attention of the children, and their interest in the services. The singing continues to be an attraction, and the congregations are generally large.

Your Committee feel that a slight mention of the history of the Chapel will be both interesting and appropriate, and therefore make a few quotations from an address delivered by the Hon. Henry A. DeSaussure, on the Sixty-sixth Anniversary of the Institution:

“On the 19th of September, 1802, the Orphans’ Church, erected by the Commissioners, from the voluntary benevolence of the citizens (as expressed in the Journals), was opened for public worship by the Rev. Dr. Richard Furman, the officiating clergyman of the day. Inscribed upon the front of its northern principal entrance is the Divine injunction, ‘The poor have the Gospel preached to them.’ ”

“The Institution and Chapel, being erected and supported by the benevolent contributions of the citizens of all religious sects, it required delicacy and discretion so to arrange the mode of imparting religious instruction to its little inmates, as to exempt it from the imputation of sectarian control. To obviate the difficulty of a controlling ecclesiastical and invidious sectarianism, the Clergy of all denominations of Christians in the city were invited to officiate, in regular rotation, on Sunday afternoon in the Chapel, and *none* were ‘excluded from the privilege of contributing to the spiritual edification of the orphans, but those who excluded themselves.’ ”

As a consequence of this regulation, the good sense and discretion of the various officiating clergymen, the representatives of various sects and creeds, rendered them “instinctively oblivious of their several peculiarities, when occupying the pulpit of the Orphan House Chapel.”

“The fundamental doctrines of the Gospel, and of redemption by the atoning blood of the Saviour, in which all sects

concur, and the obligations of the moral law were habitually taught and enforced."

Respectfully submitted.

B. A. MUCKENFUSS,
Chairman.
AUGUSTINE T. SMYTHE.
F. Q. O'NEILL.

Report of Committee on Library.

December 31st, 1900.

The Committee on Library beg leave to report:

That there are now in the Library 4,206 Volumes, 219 Pamphlets, 52 Magazines, and Illustrated Papers.

Added since last report—87 Volumes, 20 Pamphlets, 52 Magazines, and Illustrated Papers.

Children have drawn and read during the year 4,021 Volumes.

All of which is respectfully submitted.

AUGUSTINE T. SMYTHE.
T. A. WILBUR.
F. Q. O'NEILL.

Charleston Orphan House, January 10th, 1901.

The Chairman, in transmitting the reports of the various Standing Committees, avails himself of the occasion to add his special endorsement of them. The affairs of the Home have been carefully and economically administered. He also wishes to add his tribute of praise to the Principal and Superintendent, Miss A. K. Irving, as well as to her corps of faithful assistants. They do all in their power to make the Orphan House in its various departments the pride of Charleston. In the Board of Commissioners the utmost cordiality and harmony prevail.

I beg leave to announce the death of Mr. H. H. DeLeon, who was one of our most faithful and valued Commissioners.

A committee has been appointed to prepare resolutions of respect to his memory.

Tribute of Respect—H. H. DeLEON.

At a meeting of the Board of Commissioners of the Charleston Orphan House, held on the 17th day of January, 1901, the following Preamble and Resolutions were unanimously adopted:

It is with profound sorrow that this Board has to record the death of one of its most useful and cherished members. H. H. DeLeon was for more than twenty years a member of this Board, taking an active part in all that appertained to the welfare of the Institution. Of a kind, gentle and charitable disposition, he gave freely of his time and means to the work assigned him. Ever ready at all times to respond to any call made upon him, he illustrated those higher traits of character which make his death not only a loss to us, but one universally lamented by all in our community. His advice and counsel will be missed by us, and his place hard to fill. The city has lost a good man, and this Institution one of its best friends. Therefore, be it

Resolved, That the Board deeply deplore the loss sustained by them in the death of their late colleague.

Resolved, That we tender to the family of the deceased our heartfelt sympathy in their hour of distress and sorrow.

Resolved, That a copy of this Preamble and Resolutions be sent to them, spread upon the Minutes, and published in the daily papers and annual report, and a page in our Minute Book be inscribed to his memory.

Extract from Minutes.

ST. JOHN P. KINLOCH,
Secretary.

In the year 1899 there was not a death report in the Institution; while the past year, 1900, we are sorry to report four deaths among the children. Three of these, however, came to us in a sickly condition.

Joseph Bunch had been in the House but three months when he died, January 13th, of Chthonophagia (dirt eating).

His brother, Ransom Bunch, died May 29th, of the same incurable disease.

Both of these boys had been under the physician's care from the date of their admission into the House.

Gladys Hutchinson, a very delicate girl, was taken down with typhoid fever five weeks after she was admitted, and died August 1st.

Charlie Ellis died of the same fever, October 14th.

The interments were in our lot at Magnolia Cemetery.

During the months of August and September, though every precaution was taken, there were a number of cases of fever, similar to the type prevalent in our city, and almost everywhere at that time, and while the doctor, in his weekly reports, stated that some cases were slight, we had a number of very sick children. During that period the cases required two visits a day, and sometimes more.

Sewing Department.

The report of the Sewing Department, which, in addition to general seamstress work, includes tailoring and dress making, is as follows:

Boys' winter suits.....	169
Boys' summer suits.....	146
Pantaloon, pairs.....	30
Shirtees.....	225
Calico dresses.....	236
Worsted dresses.....	13
Boys' and girls' under garments.....	344
Aprons.....	19
Sheets.....	211

Bed ticks	10
Pillow cases.....	247
Towels and doilies, hemmed or overcast.....	136
Stockings, socks and handkerchiefs marked.....	729
Clothing outgrown by larger children, and refitted to smaller ones..	818

In this department the children are instructed from a half hour to an hour and a half each day. A large part of the work is done by the girls.

Laundry.

Only three washers have been employed in the Laundry, the rest of the work being done by the girls. The year's washing and ironing amounts to 160,907 pieces.

While the girls are occupied in sewing, mending, and other work, the boys are employed in various duties, suitable to their age. They cut wood, sift ashes, carry coal, take care of the poultry, and, under supervision, attend to the flower gardens, and assist in the vegetable garden.

The House is open to visitors on every Wednesday at 4 o'clock, and all citizens and strangers should avail themselves of the opportunity to see and learn the condition of the orphans, and the advantages afforded them in this beneficent Home.

Respectfully submitted.

GEORGE W. WILLIAMS,

Chairman of the Board of Commissioners of the Charleston Orphan House.

Charleston, S. C., January, 1901.

SHIRRAS DISPENSARY.

CHARLESTON, S. C., 31st December, 1900.

To the Board of Trustees Shirras Dispensary :

GENTLEMEN.—In making this my annual report, beg to say that the Dispensary has been regularly opened every day, except Sunday, at the appointed hour. The building has been kept clean, and the Janitor, James McCants, has performed his duties faithfully and efficiently. Regret to report that there has been a falling off in the number of patients in the Department of Diseases of Women, and that the number of children attended has been very small. The Department of Diseases of Children has been attended by Dr. J. M. Green, since removal of Dr. Wm. H. Johnson from the city, by permission of your Board. Would recommend that your Board take some steps to have this Charity better known to the poor of the city needing such treatment as is given there. Would also recommend that an addition be made to the Dispensary building by adding a dark room, to be used for examinations in the departments of Eye, Ear, Nose and Throat.

Respectfully submitted,

CHAS. M. REES, M. D.,

Chairman Medical Staff.

Charleston, S. C., January 1st, 1901.

To the Members of the Board of Trustees of the Shirras Dispensary.

Gentlemen: We beg leave to hand you the annual report of the Eye Department and to call your attention to the increase in the number of patients treated over that of 1899.

Number of patients treated in 1900.....	430
Number of patients treated in 1898.....	395
Number of whites treated in 1900.....	43
Number of colored treated in 1900.....	387
Number of males treated in 1900.....	148
Number of females treated in 1900.....	282
Number of visits paid in 1900.....	1,548

CLASSIFICATION OF DISEASES.

AFFECTIONS OF THE BALL.

Contusion of the Ball.....	3
Phthisis bulbi.....	1
	—
	4

AFFECTIONS OF THE CONJUNCTIVA.

Conjunctivitis, acute catarrhal.....	65
Conjunctivitis, chronic.....	2
Conjunctivitis, chronic granular (trachoma).....	3
Conjunctivitis, purulent (gonorrhœal).....	5
Pterygium.....	9
Subconjunctival hemorrhage.....	2
	—
	86

AFFECTIONS OF THE CORNEA AND CONJUNCTIVA.

Phlyctenular ophthalmia.....	42
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AFFECTIONS OF THE CORNEA.

Burn of cornea (lime).....	1
Foreign body in cornea.....	8
Keratitis, hypopion.....	1
Keratitis, interstitial.....	9
Keratitis, ulcerous.....	17
Leucema, adherent.....	10

Macula of cornea.....	3
Nebulous cornea.....	4
Staphyloma, anterior.....	2
Traumatic ulcer of cornea.....	1
Wound of cornea, lacerated.....	1
Wound of cornea, punctured.....	1

—
58**AFFECTIONS OF THE SCLERA.**

Epsicleritis.....	2
Foreign body in sclera.....	1

—
3**AFFECTIONS OF THE UVEAL TRACT.**

Anterior synechiæ.....	7
Choroiditis.....	5
Choroiditis, disseminated.....	1
Glaucoma, chronic.....	1
Gumma of Iris.....	1
Iritis, acute plastic.....	33
Iritis, old with occlusion of pupil.....	4
Traumatic paralysis of iris with hemorrhage in ant. chamber.....	2

—
54**AFFECTION OF THE OPTIC NERVE AND RETINA.**

Atrophy of the optic nerve.....	11
Atrophy of the optic nerve, consecutive.....	3
Detachment of the retina.....	1
Hemianopsia.....	1
Neuro-retinitis.....	7
Optic Neuritis.....	7
Retinal Hemorrhage.....	2
Retinitis Pigmentosa with Atrophy of Optic Nerve and Nystagmus.....	1

—
33**AFFECTIONS OF THE CRYSTALLINE LENS.**

Aphakia.....	1
Capsular Opacities.....	1
Cataract, Senile and Mature.....	15
Cataract, Senile and Incipient.....	10
Cataract, Consecutive.....	2
Dislocation of Lens into Vitreous Humor.....	1

—
13

AMBLYOPIA.

Amblyopia, Toxic Tobacco	6
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ERRORS OF REFRACTION.

Astigmatism, Compound Hyperopic	1
Astigmatism, Hyperopic.....	1
Hyperopia.....	26
Myopia	6
Myopia, Consecutive.....	1
	—
	35

ANOMALIES OF ACCOMMODATION.

Asthenopia.....	2
Presbyopia	6
	—
	8

AFFECTIONS OF THE MUSCLES AND NERVES.

Diplopia.....	1
Ocular Neuralgia.....	3
Strabismus, Divergent.....	1
Strabismus, Convergent.....	1
	—
	6

AFFECTIONS OF THE LACRYMAL APPARATUS.

Dacryocystitis.....	1
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AFFECTIONS OF THE LIDS.

Abcess.....	2
Blepharitis, Marginalis.....	8
Burns.....	1
Chalazion	13
Eczema.....	1
Edema.....	3
Entropion.....	1
Hordeolum.....	2
Ptoſis	1
	—
	32

AFFECTIONS OF THE ORBIT.

Tumors, (2 Syphilitic Gummata).....	4
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Very respectfully submitted,
 JOHN L. DAWSON, M. D.
 CHARLES W. KOLLOCK, M. D.

**ANNUAL REPORT DEPARTMENT DISEASES WOMEN, SHIRRAS
DISPENSARY—FOR YEAR ENDING 31ST DECEMBER, 1900.**

DISEASES	Whites		Blacks		Total No. Cases	Total No. Visits
	No. Cases	No. Visits	No. Cases	No. Visits		
Leucorrhœa.....	1	10	3	14	4	24
Laceration Perineum.....			1	3		1
Not Diagnosed.....	2	11	6	8	8	10
Fibroma Uteri.....			3	4	3	4
Salpingitis.....			1	2	1	2
Tumor R tube and Ovary.....			1	3	1	3
Retro-displaced Uterus.....			1	1	1	1
Cyatitis Chr. Constipation.....			1	1	1	1
Early Pregnancy.....			5	8	5	8
Tumor Abdominal.....			2	2	4	2
Pelvic Peritonitis.....			2	7	2	7
Cancer Uterus.....			1	1	1	1
Ulcer external genitals.....			1	3	1	3
Syphilis.....			1	3	1	3
Vaginitis.....			1	4	1	4
Endometritis.....	1	1	1	1	2	2
Condyloma Vulva.....			1	1	1	1
Ovarian Cyst.....			2	3	2	3
Dysmenorrhœa.....			1	1	1	1
Ventral hernia.....			1	1	1	1
Constipation Chronic.....			1	1	1	1
	4	22	37	77	42	88

White Females Treated..... 4

White Female Visits..... 22

Colored Females Treated..... 37

Colored Female Visits..... 77

Respectfully,

CHAS. M. REES, M. D.,
In Charge.

SHIRRAS DISPENSARY—ANNUAL REPORT FROM THE DEPARTMENT OF DERMATOLOGY AND GENITO-URINARY DISEASES FOR 1900.—T. P. WHALEY, M. D., IN CHARGE.

	Whites.		Blacks.		Total.	Operations.
	Male.	Female.	Male.	Female.		
Stricture Urethrae.....	1	.....	3	.....	4	3
Primary Syphilis.....	4	.....	4	.....
Secondary Syphilis.....	1	.....	1	2	4	.....
Ulcers, Penis.....	2	.....	3	.....	5	.....
Ulcers, Vaginae.....	1	.....	.....	1	.....
Epithelioma, Finger.....	1	1	1
Cellulitis Manus.....	1	1	2	.....
Incised Wound, Scalp.....	1	.....	1	1
Acute Anterior Urethritis.....	1	.....	3	.....	4	.....
Acute Ant. and Posterior Urethritis.....	1	.....	15	.....	16	.....
Chronic Ant. and Post. Urethritis.....	4	.....	4	.....
Inguinal Adenitis.....	5	2	7	2
Seborrhoeæ Capitis.....	1	1	.....
Cervical Adenitis.....	1	3	4	.....
Scabies.....	1	.....	1	.....
Herpes Zoster.....	1	.....	1	.....
Hypospadias.....	1	.....	1	1
Hydrocele.....	3	.....	3	3
Femoral Hernia.....	1	.....	1	.....
Tinea Tonsurans.....	1	.....	1	.....
Phimosis.....	3	.....	3	3
Pediculosis Corporis.....	1	2	3	.....
Psoriasis.....	1	1	.....
Varicocele.....	2	.....	2	.....
Double Inguinal Hernia.....	1	.....	1	.....
Interstitial Nephritis.....	11	.....	1	3	.....
Angio Neurotic Ordema.....	1	.....	.....	1	.....
Purulent Adenitis.....	2	1	3	3
Pityriasis Rosæ.....	1	.....	.....	1	.....
Aene Vulgaris.....	1	1	.....
Inguinal Hernia.....	1	.....	1	.....
Eczema Capitis.....	1	.....	1	.....
Specific Vaginitis.....	1	1	.....
Constricted Meatus.....	2	.....	2	2
Seminal Incontinence.....	1	.....	1	.....
Balanitis.....	1	.....	1	.....
Balano-Posthitis.....	1	.....	1	.....
Epithelioma Nasi.....	1	1	.....
Eczema Parasitica.....	1	1	.....
Total.....	6	5	65	19	95	19

Total number visits made, 403.

Respectfully submitted.

T. P. WHALEY, M. D.

December 31, 1900.

**ANNUAL REPORT OF THE DEPARTMENT FOR DISEASES OF CHILD-
REN FOR 1900. W. H. JOHNSON, M. D., IN CHARGE.**

DISEASES.	White Male	White Female	Colored Male	Colored Female	Total	
Constipation.....				1	1	
Bronchitis ac.				3	3	
Tuberculosis pulm		1	1	1	3	
Adenitis.....			2	2	4	
Gastritis.....				2	2	
Marasmus			1	2	3	
Anæmia			1		1	
Worms			1	5	6	
Diarrhoea			1	2	3	
Enteritis.....			1	3	4	
Jaundice.....			1		1	
Debility.....				1	1	
Rheumatism.....		1			1	
Hep. Eng.....			1		1	
Dentition.....			1		1	
Dislocation hip.....			1		1	
Chorea.....	1				1	
Hypospadias.....			1		1	Referred to Geni- to-Urinary Dept
Undiagnosed.....	1		2	3	6	
Referred to throat dept.....			1		1	
Total.....	2	2	16	25	45	

Total number of cases treated in 1900... 45

Total number of visits paid in 1900... 96

Respectfully submitted,

J. MERCIER GREEN, M. D.,

In Charge for W. H. Johnson, M. D.

December 31st, 1900.

CHARLESTON, S. C., January 2nd, 1901.

Board of Trustees Shirras Dispensary :

GENTLEMEN :—I have the honor to submit enclosed report of patients seen and operations performed in the Throat, Nose and Ear department at the Shirras Dispensary for the year 1900.

Very Respectfully,

W. PEYRE PORCHER,

Surgeon in Charge Throat, Nose and Ear Department.

NOSE AND THROAT DEPARTMENT.

	White		Colored		Total
	Male	Female	Male	Female	
Pharyngitis acute	1	.....	6	17	23
Pharyngitis syphilitic	1	.....	1	6	8
Pharyngitis chronic atrophic .....	.....	.....	1	3	4
Laryngitis	1	.....	.....	4	5
Laryngeal phthisis .....	.....	.....	2	1	3
Tonsillitis acute	1	.....	1	8	10
Tonsilotomy .....	.....	.....	.....	3	3
Tonsil, Cheezy degeneration of .....	.....	.....	.....	1	1
Tonsillitis follicular .....	.....	1	2	4	7
Rhinitis acute	1	.....	2	.....	3
Rhinitis syphilitic	1	.....	1	6	8
Rhinitis atrophic .....	.....	1	.....	5	6
Rhinitis purulent .....	.....	.....	1	1	2
Tumor of hard palate .....	.....	.....	.....	1	1
Lymphangitis .....	.....	.....	2	1	3
Fracture of nose .....	.....	1	.....	.....	1
Ulcer of nose, syphilitic .....	.....	1	1	1	3
Adenoids	1	1	2	5	9
Paralysis of larynx abductor	1	.....	2	.....	3
Uvulatomy .....	.....	.....	1	.....	1
Sinusitis	2	.....	.....	.....	2
Abscess of antrum .....	.....	.....	1	.....	1
Ulcer of mouth .....	.....	.....	.....	1	1
Ethmoiditis .....	.....	.....	.....	1	1
Polypus, naso pharyngeal .....	.....	.....	1	1	2
Globus hystericus .....	.....	.....	.....	2	2
Rhino scleroma .....	.....	.....	1	.....	1
Oesophageal stricture	1	.....	.....	1	1
Deflected septum	1	.....	.....	.....	1
Stammering .....	.....	.....	2	.....	2
Stomatitis	1	.....	.....	.....	1
Referred .....	.....	.....	2	2	4
Totals	12	5	31	75	123

EAR DEPARTMENT.

	White		Colored		Total
	Male	Female	Male	Female	
Cerumen.....	1		4	5	10
Otorrhoea	2	3	4	6	15
Foreign body in ear.....		1		1	2
Abscess in ear.....	1			3	4
Deafness	2	1	4	3	10
Cholesteatomata				2	2
Otitis.....	2		4	7	13
Myringitis				1	1
Occlusion of eustachian tube.....				1	1
Tinitis aurium.....			1	1	2
Mastoid abscess.....		1			1
Totals	8	6	17	30	61

Whites Colored Total.

Total number of patients treated..... 31 153 184

Total number of visits paid..... 250

Respectfully submitted,

W. PEYRE PORCHER, M. D.,

Surgeon in Charge Throat, Nose and Ear Department.

ALEX. W. MARSHALL, SECRETARY AND TREASURER, IN ACCOUNT
WITH TRUSTEES SHIRAS' DISPENSARY.

1900.	DR.	
Jan. 1.	To balance on hand.....	\$ 376 27
1.	" Dr. Robert Wilson, rent to date.....	40 00
Feb. 1.	" January 1st coupons on \$20,500 City 4 per cent. bonds.....	410 00
1.	" Dr. Wilson, rent to date.....	40 00
Mch. 8.	" " " " " "	40 00
Apr. 7.	" " " " " "	40 00
May 3.	" " " " " "	40 00
June 2.	" " " " " "	40 00
July 2.	" " " " " "	40 00
12.	" July coupons \$21,000 City 4 per cent. bonds.....	420 00
Aug. 1.	" Dr. Robt. Wilson to date.....	40 00
Sep. 13.	" " " " " "	40 00
Oct. 1.	" " " " " "	40 00
1900.	CR.	
Jan. 2.	By paid Janitor, salary and washing...	11 50
19.	" paid H. W. Hummel, drugs, etc.....	46 38
19.	" paid water works to Jan. 1, 1901	11 40
19.	" paid Walker, Evans & Cogswell Co., printing, etc.....	7 25
19.	" paid Wm. Johnson & Co., coal.....	7 00
30.	" paid Mrs. John J. Edwards, Dr. E. Honorarium for 1899.....	40 00
30.	" paid Dr. T. P. Whaley, Honorarium for 1899	40 00
30.	" paid Dr. C. M. Rees, Honorarium for 1899.....	40 00
30.	" paid Dr. W. P. Porcher, Honorarium for 1899	40 00
30.	" paid Dr. C. W. Kollock, Honorarium for 1899.....	35 00
30.	" paid Dr. J. L. Dawson, Honorarium for 1899.....	35 00
30.	" paid Dr. P. G. DeSaussure, Honora- rium for 1899.....	35 00
Feb. 1.	" paid Dr. T. P. Whaley, cost of Val Irrigator.....	1 50
1.	" paid MacMillan for keys.....	75.
1.	" paid Lloyd Laundry, kindling blocks	1 00

Feb. 1.	" paid Janitor salary and washing	11 50
1.	" paid R. M. Marshall & Bro., (Charleston 4 per cent. bonds.....	525 00
Mch. 3.	" paid Janitor salary and washing.....	11 50
10.	" paid J. Preston, repairs and glass door.....	11 75
22.	" paid J. Ackerman, painting sign.....	11 25
Apr. 2.	" paid Janitor salary and washing.	11 50
23.	" paid Gas bills Jan. Feb. Mch., and gas stove.....	14 67
May 1.	" paid Janitor salary and washing	11 50
June 1.	" paid Janitor salary and washing.....	11 50
1.	" paid MacMillan, electric bell in office.	6 00
1.	" paid A. J. Riley, repair roof and water works.....	7 70
July 2.	" paid Janitor salary and washing.....	11 50
2.	" paid Bank box 1 year to Jan. 7, 1901.	2 50
2.	" paid Gas bill.....	3 04
7.	" paid James Preston, repair slate roof \$2.06, furnishing Venetian blinds, etc., \$16 20.....	18 26
7.	" paid H. W. Hummel drugs, etc., to March 1st.....	51 05
7.	" paid H. W. Hummel drugs, etc., to July 1st.....	67 30
25.	" paid F. Tupper & Co., 5 years insurance from July 23.....	55 20
25.	" paid R. M. Marshall & Bro., 5 years insurance from July 23.....	55 20
Aug. 1.	" paid Janitor salary and washing.....	11 50
1.	" paid Wm. Johnson & Co., $\frac{1}{2}$ ton coal..	1 75
1.	" paid Walker, Evans & Cogswell, printing cards.....	2 50
3.	" paid Stohlmann, Pfane & Co., surgical instruments.....	6 75
21.	" paid Sec. and Treas., on account salary.....	50 00
Sep. 3.	" paid Janitor salary and washing.....	11 50
22.	" paid Sec. and Treas., balance of salary for year.....	50 00
Oct. 1.	" paid Janitor salary and washing.....	11 50
1.	" paid advertising house to rent (R. M. M. & Bro.).....	2 40
1.	" paid A. J. Riley, plumbing work....	2 00
1.	" paid Gas bill to Aug. 31.....	3 00
15.	" paid H. W. Hummel, drugs, etc., to Oct. 1.....	59 73

Department of Charities.

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Nov. 2.	" paid Janitor salary and washing.....	11 75
Dec. 1.	" paid Janitor salary and washing.....	11 50
1.	" paid Llloyd for kindling wood.... ..	1 00
6.	" paid Dr. C. M. Rees sundry bills for instruments, repairing, etc.	23 75
14.	" paid carpenter work and glazing of- fice.....	3 00
15.	" paid Gas bills to Nov. 29.....	3 60
31.	" balance in bank.....	89 34
		<hr/>
		\$1, 606 27 \$1,606 27
		<hr/>

ALEX. W. MARSHALL,
Sec. and Treas.

ASSETS.

\$21,000 City of Charleston 4 Per Cent. Bonds, deposited in Safety Deposit Vault of Exchange Banking and Trust Co., subject to the order of the majority of the Trustees.

Brick Residence N. W. corner of Meeting and Society Streets.

Brick office and Clinical Rooms, No. 72 Society Street.

CITY HOSPITAL.

To the Honorable the Mayor and Aldermen of the City Council:

Charleston, S. C., Jan., 1st, 1901.

Gentlemen—In presenting the report of the City Hospital for 1900, permit me to express to your Honorable Body the appreciation of the Board of Commissioners for the continued confidence you have reposed in them by appropriating for the year the full amount stated by us as requisite for the management of the Institution. By a reference to the statistical tables accompanying our report, you will find the following to be the condensed summary of our receipts and expenditures:

Appropriation for Hospital proper.....	\$20,000 00
Appropriation for Training School.....	4,500 00
Appropriation for improvements to Riverside Infirmary.....	2,500 00
Appropriation to Riverside Infirmary to replace amount to its credit on books of the Hospital, and spent by Hospital for current expenses.....	2,000 00
Contribution from friends of Riverside for improvements...	1,025 00
Collections, including earnings of City Hospital, Training School and Riverside Infirmary.....	8,357 26
	<hr/>
	\$38,382 26
Cost of City Hospital.....	\$22,101 86
Bills payable.....	1,470 27
Expense of Riverside Infirmary.....	3,456 53
Improvements to Riverside Infirmary.....	5,900 02
Expense of Training School.....	5,386 75
Cash in hands of Superintendent.....	65 65
Cash in hands of City Treasurer.....	1 18—
	<hr/>
	\$38,382 26

In estimating our expenses for the ensuing year, we have placed them as low as, in our judgment, the proper management of the Hospital will admit, and respectfully ask for the following appropriations for 1901:

City Hospital—General Appropriation.....	\$19,000 00
Training School.....	4,500 00
Repairs and Insurance.....	500 00
	<hr/>
Total.....	\$24,000 00

BUILDINGS.

The buildings proper will require very little repairs other than may, from time to time, be necessary, and of no material cost. In the laundry, the two washing machines, the casings of which have been in use since 1886, are completely rotted by constant use. The cylinders are also in the same condition. These have been ordered replaced at a cost of about \$225.

Insurance policies to the amount of \$3,100 will expire this year, the premiums for a period of five years being \$176 30. Altogether we think that the sum of five hundred dollars will cover such items as are necessary, leaving nothing, however, for unforeseen contingencies.

There is, however, a very serious matter confronting us, and that is the heating arrangements of the institution. Our furnaces have been in constant use for fifteen years, and have each year given us great concern, but by constant repairs they have been kept going, though with inadequate heating results. They are about worn out, and in the near future a new set of steam heaters or furnaces will have to be provided. Whatever may be the cost of the same, we are satisfied that it will result in a saving of fifty per cent. in the consumption of fuel, with a great improvement in heating the wards.

THE RIVERSIDE INFIRMARY.

During the year just ended 114 patients were admitted into the Infirmary, which, together with 4 patients January 1, 1900, made a total of 118 patients treated during the year. Of this number 111 were discharged, cured or much benefitted, 4 died, and 3 remain on hand. You will observe that the mortality was very small—not $3\frac{1}{2}$ per cent. The Infirmary was closed during the months of July, August and part of September, but the gross earnings for the year were \$4,861.51. Expenses of maintenance, including many supplies, were \$3,456.53, leaving net earnings for the year, \$844.98.

The City Council having made an appropriation of \$2,500 in February, and receiving \$1,025 as contributions from the friends of the Infirmary, through Miss Claudia Rhett, and having a balance of nearly \$2,000 to the credit of the Infirmary from past earnings, extensive improvements were undertaken. These improvements consisted of a brick addition to the northwest of the Infirmary building, containing two basement rooms, four rooms for patients, and a modern operating room; all furnished as far as our means admitted. We believe that the operating room is one of the best, if not the best one, south of Baltimore. An elevator, run by electric power, was put in, giving convenient access to all parts of the building; also a steam heating furnace, heating the entire building, thus doing away with all open fireplaces. It was necessary to furnish the additional rooms for patients, and circumstances beyond our means available, but it was decided to complete the work, and the committee in charge personally assumed the deficiency, the net earnings of the Infirmary being pledged until this indebtedness should be paid. The entire cost of the addition, elevator, heater, etc., was \$7,375.32, the committee assuming the deficiency of \$1,402.38.

The Infirmary now has accommodations for 14 to 16 patients, and for the care of whom there is a matron and assistant matron, and a full corps of nurses. Thus a long needed accommodation has been provided, and we believe that the Infirmary will be well patronized, and that the indebtedness will be paid off in a few months. Your Honorable Body kindly made the additional appropriation in December last, in order that we might refund the \$2,000 of past earnings to the City Hospital, as the Hospital had used this money in its current expenses from month to month, as it was earned by the Infirmary.

Too much praise cannot be accorded to the Special Committee of the Commissioners to whom the entire work was entrusted, for their intelligent judgment and indefatigable

zeal and attention to every detail. This committee consisted of Messrs. Hall T. McGee, Samuel G. Stoney, and Julius E. Cogswell.

THE TRAINING SCHOOL.

Since the opening of the Training School for Nurses in September, 1895, twenty-five applicants have been admitted upon probation, and forty-six accepted. Of these four were dropped because of ill health, four for cause, and three resigned. Twenty have graduated, and are doing private nursing here and elsewhere. Miss Henery has given a course in invalid cooking, and all nurses have attended weekly class lessons..

The Faculties of the Medical College and Medical School have given their usual course of lectures, a kindness thoroughly appreciated. Because of circumstances beyond our control, the Gynæcological Service at Shirras Dispensary has been discontinued. The school consists of the following: Miss Leila V. Jones, Superintendent; Miss Frances May, Assistant Superintendent; and Misses Myrtle Armstrong, Annie E. Connor, Caroline H. Trenholm, F. Jennie Gasque, Margaret F. Luhn, A. Charlotte Garriss, and S. Rutledge Bacot.

The Graduates are as follows:

Class of 1897—Mrs. Christiana L. Waterman, and Misses Jean Coleman, Almead Bailey, Susan E. Moore, Julia Miller Coleman, and Alice M. Woffinden.

Class of 1898—Miss Lucy E. Singleton.

Class of 1899—Misses Jennie H. Davis, Jessie Levack, Ella Johnson, Evie McMillan, Virginia T. Denham, and Cora M. Keels.

Class of 1900—Misses Lillie dePass, Catherine L. Hart, Mary Reagan, Anna G. Heriot, A. Love Copes, Lula Cason, and Mrs. Belle Hope.

You are respectfully referred to the accompanying statistical tables, prepared by the Superintendent, for the details as

to number of patients treated, the cost per patient, the cost of the various departments of the Hospital, the earnings, and many other matters of interest, while the reports of cases treated by the Faculties of the Medical College and the Medical School will be found complete and interesting, and will show the great variety of cases treated by them during their respective periods of service.

Respectfully submitted.

ZIMMERMAN DAVIS,
Chairman.

SUPERINTENDENT'S REPORT FOR YEAR 1900.

TABLE A.

Showing Patients as Free, Pay, and by Race for Year 1900..

	Free			Pay				Grand Total
	White	Colored	Total	White	Colored	Riv. In.	Total	
In Hospital January 1st, 1900..	21	46	67	4	1	4	9	76
Admitted during year 1900.....	353	748	1101	80	37	114	231	1332
Total treated during year 1900..	374	794	1168	84	38	118	240	1408

TABLE B.

Showing Authority for Admissions During Year 1900.

	Whites	Colored	Total	Grand Total
1st Health Ward.....	46	70		
2d Health Ward.....	22	71		
3d Health Ward.....	85	49		
4th Health Ward.....	7	55		
5th Health Ward.....	78	110		
6th Health Ward.....	40	99		
Total Health Wards.....	228	454	682	
Police Department—				
Residents of city.....	62	117		
Non-residents of city.....	31	113		
Total Police Department.....	93	230	323	
Non-residents of City—				
Non-residents Faculty S. C. Med. Col.....	15	22		
Non-residents Medical School.....	13	13		
Total Faculty Patients.....	28	35	63	
Emergency Patients.....	8	20		
County Jail.....	1	4		
	9	24	33	
Total Free Patients..			1101	
Pay Patients—				
Charleston County.....		13		
Berkeley County.....	1			
N. E. R. R. Co.....		2		
British Consul.....	5			
Personal Application, City Hospital.....	74	22		
Personal Application, Riverside Infirmary.....	114			
Total Pay Patients.....	194	37	231	1332

TABLE C.

Showing Nativity of Patients Admitted During Year 1900.

	Free		Pay			Grand Total
	White	Colored	White	Colored	Total	
Non-residents of City.....	31	113	.....	.....	144	.....
Residents of City.....	322	635	.....	.....	957	1101
British, Norwegians, Italians.....	.....	.....	5	.....	.....	5
State of South Carolina.....	.....	.....	189	37	.....	226
Totals.....	358	748	194	87	1101	1332

TABLE D.

Showing Number of Insane Patients Admitted, Discharged, Died and Sent to Asylums During Year 1900.

	Free			Pay			Grand Total
	White	Colored	Total	White	Colored	Total	
On hand January 1st, 1900.....	3	6	9	.....	.....	.....	9
Admitted during year 1900.....	3	25	28	1	3	4	32
Sent to Columbia Asylum 1900....	1	21	22	.....	3	25	41
Sent to New York Asylum 1900....	.....	.....	.....	1	.....	1	.....
Discharged Improved.....	.....	7	.....	.....	.....	7	.....
Died during year 1900.....	.....	2	.....	.....	.....	2	35
Remaining in Hospital January 1st, 1901.....	.....	.....	.....	.....	.....	.....	6

TABLE E.

Showing Patients Discharged and Died During Year 1900.

	Free			Pay				Grand Total
	White	Colored	Total	White	Colored	Riv. In.	Total	
Discharged	307	579	886	72	80	111	213	1099
Died..	47	172	219	9	6	4	19	238
Totals	354	751	1105	81	86	115	232	1337

Total Free and Pay—Table A1408

Discharged and Died—Table E1337

Remaining in City Hospital and Riverside Infirmary Jan. 1st, 1901... 71

TABLE F.

Showing Patients Remaining in City Hospital and Riverside Infirmary
January 1st, 1901.

	White	Colored	Total
Free Patients	19	46	65
Private Patients	1	2	3
Riverside Infirmary	3	.....	3
Total.	23	48	71

TABLE G No. 1.

Showing Number of Days Treatment and Average for Year 1900.

Number of free patients—Table A.....	1,168
Number of private patients—Table A.....	122
Number of Riverside Infirmary patients—Table A.....	118
Total number of patients treated 1900.....	1,408
Number of days treatment free patients.....	25,253
Number of days treatment private patients.....	2,005—27,258
Number of days treatment Riverside Infirmary patients.....	2,070
Total number of days treatment year 1900.....	29,328
Average number of days treatment to each free patient.....	21 ¹¹ / ₁₆₈
Number of days treatment to each private patient.....	16 ¹¹ / ₁₂₂
Number of days treatment to each Riverside Infirmary patient.....	17 ¹¹ / ₁₁₈
Average number of patients per day—Free.....	70
Average number of patients per day—Private.....	5
Average number of patients per day—Riverside Infirmary.....	6
Total average of patients per day, year 1900	81
Highest number in one day, free patients.....	95
Highest number in one day, private patients.	7
Highest number in one day, Riverside Infirmary patients.....	14
Lowest number in one day, free patients.....	48
Lowest number in one day, private patients.....	1
Lowest number in one day, Riverside Infirmary patients	1

TABLE G No. 1—Continued

Showing Average Cost of One Day's Treatment in City Hospital, for Year 1900.

For Salaries and Staff Honorarium—		
City Hospital.....	\$7,659 48	
Training School.....	2,498 01	
Average.....	33.63	\$10,157 49
For Subsistence and Milk—		
City Hospital.....	\$3,619 39	
Training School.....	1,808 69	
Average.....	30.97	8,428 08
For Supplies—		
City Hospital.....	\$5,039 43	
Training School and Rent.....	1,080 05	
Average.....	22.45	6,117 48
For Medicines—		
City Hospital.....	\$2,062 68	
Average.....	7.64	2,808 68
Total average.....	94.69	
For Repairs and Improvements.....		
Lunatics.....		276 55
Insurance.....		320 14
Advertising.....		94 54
		9 65
Total Expenses City Hospital and Training School, 1900..	\$27,486 61	
For improvements, Riverside Infirmary.....		
Subsistence, Riverside Infirmary.....	\$5,900 02	
Salaries, Riverside Infirmary.....	1,242 95	
Supplies, Riverside Infirmary.....	1,226 13	
Medicines, Riverside Infirmary.....	626 67	
	360 78	9,356 55
Total cost of City Hospital, Training School and Riverside Infirmary, with improvements.....	\$36,845 16	

TABLE G No. 2.

Itemized Cost of City Hospital and Training School for Year 1900.

For Salaries of Employees and Staff Honorarium—

City Hospital proper.....	\$7,659 48	\$7,659 48
---------------------------	------------	------------

For Subsistence, City Hospital—

Groceries.....	\$2,379 54	
Poultry, eggs, fruit and vegetables.....	1,265 43	
Fresh meats.....	1,046 04	
Milk and cream.....	968 62	
Bread.....	326 83	
Ice.....	332 77	
Fish.....	187 60	
Horse feed.....	132 56	6,619 39

For Supplies, City Hospital—

Coal, hard, 219½ tons.....	\$1,422 92	
Bed and table linen, dry goods and bandage material.....	972 21	
Coal, steam, 121½ tons.....	520 33	
Hardware supplies.....	356 40	
Laundry supplies.....	289 32	
Stationery and printing.....	266 52	
Coffin boards and lumber.....	209 51	
Wood (fuel).....	153 00	
Surgical instruments.....	151 11	
Paints, oils and window glasses.....	104 59	
Bed straw.....	92 37	
Ward supplies.....	80 50	
Household utensils.....	76 93	
Splints and crutches.....	52 65	
Cleaning wards.....	38 75	
Household furniture.....	37 00	
Crockery.....	30 54	
Sewing.....	27 75	
Kitchen utensils.....	23 96	
Stamps and postals.....	17 72	
Telephone service.....	16 64	
Lime and cement.....	11 75	
Shoes for lunatics.....	11 00	
Miscellaneous.....	75 96—	5,039 43

\$19,318 30

TABLE G No. 2.—Continued.

Amount Brought Forward.....	\$19,318 30	
For Repairs and Improvements, City Hospital—		
Operating room utensils.....	\$ 33 90	
Heater repairs	30 00	
Boiler (grate bars).....	25 77	
Laundry machinery and belts.....	22 98	
Kitchen utensils.....	22 20	
Ambulance repairs	22 15	
Hall and ward closet pipes.....	17 25	
Window sashes and blinds.....	16 00	
Horse shoeing.....	15 00	
Kalsomining operating room.....	13 00	
Stove and pipes (insane department).....	9 60	
Surgical instruments	7 90	
Furniture repairs.....	5 50	
Sterilizer repairs	5 00	
Miscellaneous repairs.....	30 30—	276 55
For Medicines—		
Drugs and stimulants.....	\$2,082 68—	2,082 68
For Lunatics—		
Expenses conveying patients to Asylum.....	\$ 215 14	
Probating paper for 21 patients.....	105 00—	320 14
For insurance.....	\$ 94 54—	94 54
For advertising....	\$ 9 65—	9 65
Total cost of Hospital proper, less salaries for River-		
side Infirmary and Training School, 1900.....		
	\$22,101 86	

TABLE G No. 2.—Continued.

TRAINING SCHOOL.

Amount Brought Forward.....	\$22,101 86	
For salaries nurses and employees.....	\$2,498 01	
For Subsistence—		
Groceries	\$ 745 71	
Poultry, eggs, fruit and vegetables...	349 12	
Fresh meats.....	326 98	
Milk	219 52	
Bread.....	74 87	
Ice	47 42	
Fish and oysters	45 07—	1,808 69
For Supplies—		
Dry goods and bed linen	\$ 239 10	
Furniture.....	118 50	
Stationery and printing.....	64 20	
Crockery	44 85	
Cutlery and household utensils.....	31 72	
Kerosene oil.....	18 49	
Stamps, postals and car fares	14 40	
Miscellaneous	13 59—	544 85
Rent		240 00
Gas		132 92
Commencement exercises.....		101 50
Cleaning nurses' rooms.....		28 30
Extra help.....		13 48
Cooking lessons		12 00
Insurance		7 00
Total cost of Training School for 1900.....	5,386 75	5,386 75

RIVERSIDE INFIRMARY.

For subsistence and milk....	\$1,242 95	
Salaries nurses and employees.....	1,226 13	
Medicines and stimulants.....	360 78—	2,829 86
Supplies	626 67	
Addition, improvements and repairs.....	5,900 02	
Total expenditures Riverside Infr., 1900....	9,356 55	9,356 55
Total cost of City Hospital, Training School and Riverside Infirmary (with improvements), 1900.....		\$36,845 16

TABLE H.

Showing Coffins Made and Issued During Year 1900.

Coffins on hand January 1st, 1900.....	15	
Coffins made during year 1900.....	285—300	
Coffins issued City Hospital.....	122	
Coffins issued Coroner Charleston County.....	36	
Coffins issued order Board of Health.....	2—160	
Coffins issued 1st Health District.....	12	
Coffins issued 2nd Health District.....	18	
Coffins issued 3rd Health District.....	5	
Coffins issued 4th Health District.....	11	
Coffins issued 5th Health District.....	37	
Coffins issued 6th Health District.....	35—118	
Coffins issued to County Jail.....	2—	280
Coffins on hand January 1st, 1901.....		20

TABLE I.

Showing Collections for Year 1900

Hibernia Bank, note discounted for \$1,001.00 on Berkeley County indebtedness for			
County patients	\$1,001	00	
Private patients.....	1,305	00	
Charleston County.....	391	32	
British Consul.....	271	65	
N. E. R. R. Co.....	126	00	
Berkeley County running account.....	39	00	
Subsistence account.....	35	81	
Medicines.....	26	70	
Ambulance hire.....	5	00	
Empty bbls. supplies account.....	2	85	\$3,204 33
<hr/>			
Riverside Infirmary—			
Patients.....	4,362	61	
Donations for improvment.....	1,025	00	5,387 61
<hr/>			
Training School—			
Services nurses, outside.....	630	00	
Nurses' material	77	52	
One badge	10	00	
Insurance.....	72	50	790 32
			<hr/>
			\$9,382 26

TABLE J.

Showing Earnings, City Hospital, Riverside Infirmary and Training School, for Year 1900.

Private patients	\$1,485	00	
Charleston County.....	366	32	
N. E. R. R. Co.....	126	00	
British Consul	46	00	
Berkeley County	11	00	
Ambulance hire.....	3	00	2,037 32
<hr/>			
Riverside Infirmary—			
Private patients.....	4,301	51	4,301 51
<hr/>			
Training School—			
Services, nurses, etc	976	47	976 47
			<hr/>

TABLE K.

Showing Assets January 1st, 1901.

Berkeley County certificates rec.....	\$1.001 00	
Berkeley County running account.....	177 00	
Private patients.....	455 25	
British Consul.....	30 00	
Clarendon County.....	8 00	
Ambulance hire.....	1 00—	\$1,672 25
Riverside Infirmary—		
Private patients.....	209 60	
Cash	65 65—	275 25
Training School	166 20—	166 20
		2,113 70
Less note due Hibernia Bank		1,001 00
		1,112 70
Less doubtful assets, being unadjustable claims.....		491 00
		\$ 621 70

TABLE L.—Financial.

Appropriation, City Hospital.....	\$20,000 00	
Appropriation, Training School..	4,500 00	
Appropriation, Special, Riverside Infirmary	4,500 00	
Collections	8,357 26	
Donations to Riverside Infirmary Improvements	1,025 00—	\$38,382 26
Cost City Hospital proper, year 1900.....	22,101 86	
Cost Riverside Infirmary, year 1900.....	9,356 55	
Cost Training School, year 1900.....	5,386 75	
Bills payable, Hibernia Bank, and interest.....	1,470 27	
Cash in hand, Superintendent.....	65 65	
Cash in hand, City Treasurer.....	1 18—	38,382 26

I respectfully submit the foregoing as my report for City Hospital, Riverside Infirmary and Training School, for year 1900.

CHAS. L. DuBOS,

Supt. C. H.

ALMS HOUSE.

Charleston, S. C., January 8th, 1901.

Hon. J. Adger Smyth, Mayor, and City Council of Charleston, S. C.:

Gentlemen—I have the honor to submit to your Honorable Body the annual report of the Master of the City Alms House for the year ending December 31st, 1900.

The amount expended and drawn from the City Treasurer for the maintenance of the Alms House for the past year, amounted to \$8,491.96, which leaves a balance of \$8.04 to the credit of the appropriation, but regret to say that bills against the House amounting to \$327.94 are still unpaid, and must be paid out of next year's appropriation.

You will observe from the Master's report, that the number of inmates were larger in the past year than what they have been for several years previous; also the number of outdoor pensioner's list is still very large, and with the prevailing prices for provisions, etc., accounts for above expenditures.

In regard to appropriation for the pauper's public transportation funds of \$450, I have issued 194 passes, and expended to deserving applicants \$426.60 for same, which leaves a balance of \$23.40 to the credit of this fund in the hands of the City Treasurer.

Very respectfully,

HERMANN KLATTE,

Chairman B. C. A. H.

REPORT OF MASTER.

Charleston, S. C., January 1, 1901.

To the Honorable Board of Commissioners of the Alms House:

Gentlemen—I submit this, my annual report, as Master of the Institution, for the fiscal year ending December 31st, 1900.

The following statement shows the number of persons admitted, discharged, sent to City Hospital and remaining in the House; also the out-door pensioners drawing rations, and the receipts and disbursements during the said year:

ADMITTED.

Males, 32; Females, 28; Children, 1. Total.....	61
Natives of Scotland.....	2
Natives of Ireland	5
Natives of Germany.....	4
Natives of Maine.....	2
Natives of Pennsylvania.....	5
Natives of Virginia.....	1
Natives of South Carolina.....	41
Natives of Florida.....	1
Total admitted.....	61

DISCHARGED.

Males, 33; Females, 24; Children, 1. Total.....	58
Natives of Scotland	1
Natives of Ireland	7
Natives of Germany.....	3
Natives of Poland.....	1
Natives of Maine.....	1
Natives of Pennsylvania	3
Natives of Virginia.....	1
Natives of North Carolina.....	1
Natives of South Carolina.....	39
Natives of Florida.....	1
Total discharged.....	58

TRANSFERRED TO CITY HOSPITAL.

Males, 13; Females, 5. Total	23
Natives of Scotland	1
Natives of Ireland.....	4
Natives of Germany.....	2
Natives of Poland	1
Natives of Pennsylvania.....	3
Natives of South Carolina	12
Total transferred.....	23

DEATHS.

None.

INMATES OF THE HOUSE.

Males, 30; Females, 42; Children, 1. Total.....	73
Natives of England	1
Natives of Scotland	1
Natives of Ireland.....	15
Natives of Germany	4
Natives of France.....	1
Natives of Norway.....	1
Natives of Greece	1
Natives of Canada	1
Natives of Maine.....	1
Natives of New York	2
Natives of Pennsylvania.....	2
Natives of South Carolina.....	43
Total number of inmates.....	73
Average number of inmates.....	72

OUT-DOOR PENSIONERS.

White males.....	10
Colored males.....	24— 34
White females	49
Colored females.....	96—145
White children	60
Colored children	81—141
Total	320

Who have drawn weekly 253 rations.

Of the appropriation by City Council, namely, \$8,500.00, the Board has disbursed \$8,491.96, leaving a balance of \$8.04 unexpended.

From sales of empty bags and barrels have been received \$20.75, which has been expended through petty cash.

Due by city for free transportation for the past three months, advanced by the Board, \$112.66.

The inmates of the House have received the best care and attention.

Respectfully submitted.

JULIUS SCHROEDER, Master.

WILLIAM ENSTON HOME.

Charleston, S. C., January 3, 1901.

To the Honorable Mayor and Aldermen:

Gentlemen—I have the honor to submit herewith Annual Financial Reports for 1900, of this Trust, and of the William Enston Annuitant's Fund.

Respectfully,

M. B. PAINE,
Secretary.

WILLIAM ENSTON HOME.

Cash Statement, January 1, 1900, to December 31, 1900.

RECEIPTS.

To balance cash on hand December 31, 1899.....	\$10,087 39
To Rent, interest, etc.....	4,599 73
To Annuitant's Fund, surplus for 1900.....	3,204 48
	<hr/>
	\$17,891 60

DISBURSEMENTS.

Expenses of administration	\$2,244 56
Fuel and lights.....	741 83—\$ 2,986 39
	<hr/>
Investment \$5,000.00 Charleston 4 per cent. Bonds, @ 1.04½...	5,225 00
Balance cash on hand.....	9,680 21
	<hr/>
	\$17,891 60

Charleston, December 31, 1900.

WM. E. HUGER,
Pres.

Cash Transactions of William A. Courtenay, J. F. Ficken and W. E. Butler, Trustees, from January 1, 1900, to December 31, 1900.
(Statement No. 18.)

RECEIPTS.

By balance cash on hand December 31, 1899.....	\$	130	12
January-July interest Charleston 4 per cent Bonds.....	\$3,320	00	
January-July interest State Stock.....	2,598	75	
January-July interest Sumter Bonds, net.....	718	60	
March interest Camden Bonds, net.....	450	00	
March-September interest Union Bonds, net.....	1,200	00	
April-October interest Aiken Bonds, net.....	779	80	
April-October interest Gaffney Bonds, net.....	309	80	
January-July interest Greenwood Bonds, net.....	359	80	
July interest Wilmington Bonds, net.....	399	70	
December interest Chesterfield Bonds, net....	1,200	00	11,335 95
Camden Bonds, matured March 1	7,500	00	
Sales State Stock (\$88,500.00).....	45,686	25	
			<u>\$64,652 32</u>

DISBURSEMENTS.

Expenses of Administration.....	\$	78	50
Annuities for 1900	7,500	00	\$ 7,578 50
Trustees Comms. on Rcts.....	\$11,385	95	
Trustees Comms. on Disbts	7,578	50	
Trustees Comms. in Disbts.....	3,204	48	
	<u>\$22,118</u>	93	@ 2½% 552 97
Paid Trustees William Enston Home.....	3,204	48	
Investments \$20,000.00 Wilmington 4 per cent. Bonds.....	20,215	90	
Investments \$10,000.00 Gaffney 5 per cent. Bonds.....	10,383	94	
Investments \$20,000.00 Chesterfield 6 per cent. Bonds	22,279	04	
Balance cash on hand.....	487	49	
			<u>\$64,652 32</u>

Charleston, December 31, 1900.

WM. A. COURTENAY,
JOHN F. FICKEN,
W. E. BUTLER,
Trustees Annuitant's Fund.

WILLIAM ENSTON HOME.**Annuitant's Fund Assets, December 31, 1900.**

\$ 38,500 00 State Stock, 4½ per cent., costing	\$ 31,725 47
83,000 00 Charleston 4 per cent. Bonds, costing.....	61,577 51
13,000 00 Aiken 6 per cent. Bonds, costing.....	13,000 00
6,000 00 Greenwood 6 per cent. Bonds, costing.....	6,565 65
10,000 00 Gaffney City 5 per cent. Bonds, costing.....	10,388 94
20,000 00 Chesterfield 6 per cent. Bonds, costing.....	22,279 04
20,000 00 Union 6 per cent. Bonds, costing.....	20,315 00
12,000 00 Sumter 6 per cent. Bonds, costing.....	12,000 00
20,000 00 Wilmington 4 per cent. Bonds, costing	20,215 90
487 49 Cash.....	487 49
<hr/>	<hr/>
\$222,987 49	\$198,500 00
<hr/>	<hr/>

Charleston, December 31, 1900.

WM. A. COURTENAY,

JOHN F. FICKEN,

W. E. BUTLER,

Trustees.

WILLIAM ENSTON HOME.

Assets December 31, 1900.

GENERAL FUND.

\$ 5,000 00 Colleton Bonds, 7 per cent., costing...	\$5,000 00	
1,500 00 Spartanburg Bonds, 7 per cent., costing	1,500 00	
7,000 00 Winnsboro Bonds, 7 per cent., costing..	7,085 00	
3,000 00 Georgetown Bonds, 7 per cent., costing..	3,000 00	
500 00 Greenville Bonds, 7 per cent., costing..	500 00	
10,000 00 Marion Bonds, 6 per cent., costing.....	9,750 00	
5,000 00 Charleston Bonds, 5 per cent., costing..	5,250 00	
3,500 00 Charleston Bonds, 4 per cent., costing..	2,027 77	
5,000 00 State Stock, 4½ per cent., costing.....	5,148 75	
10,000 00 Columbia Bonds, 3 per cent., costing...	7,085 00	
<hr/>		
\$50,500 00		\$46,241 52

NEW COTTAGES FUND.

\$ 3,000 00 Kershaw Bonds, 7 per cent., costing...\$	3,000 00	
1,800 00 Colleton Bonds, 7 per cent., costing...	1,800 00	
10,000 00 Charleston Bonds, 5 per cent., costing..	10,500 00	
20,000 00 Charleston Bonds, 4 per cent., costing.	18,068 75	
2,000 00 Columbia Bonds, 3 per cent., costing..	1,480 00	
<hr/>		
\$36,800 00		\$81,798 75
Cash \$9,807.51, less due General Fund \$127.80.....	9,680 21	
<hr/>		
Total.....		\$90,715 48

\$87,300 00 Bonds and Stock.
9,680 21 Cash.

\$96,980 21

Charleston, December 31, 1900.

WM. E. HUGER,
Prest.

INDUSTRIAL SCHOOL FOR COLORED ORPHANS

Charleston, S. C., January 1st, 1901.

To the Honorable Commissioners of the Industrial School for Colored Orphans—Mr. George W. Williams, Chairman, and Mr. F. R. Frost, Secretary:

Gentlemen—Once more we present to your worthy consideration this, our annual report for 1900, of the Orphan Aid Society, which was organized December 16th, 1891, for the moral training and education of the poor, helpless and destitute children of the colored race.

The Society was chartered soon after its organization by the State Legislature, in 1892, and has done its work well, especially when taken into consideration the limited means placed at its disposal by the hard and unstinted struggles of its President. Words are inadequate to express to you our heartfelt thanks and gratitude for your counsel and the earnest consideration given in behalf of our race.

Gentlemen, accept our greetings to you and our many friends, home and abroad, in this, our ninth annual report, commencing January 1st, 1900, and ending December 31st, 1900. We have conquered many obstacles and difficulties, and will enter the next year with greater fortitude and renewed interest to achieve better results than heretofore.

The expenses of the Orphanage have increased; mainly due to the added industries. Still, we have made the industries pay well; also our tour North and elsewhere better than heretofore. We have been the recipient of bread, vegetables, clothing, etc., from quite a number of the citizens of Charleston. Our white friends are still with us in the work, and becoming more interested each year; especially those located in the North, East and West.

Too much praise cannot be attributed to Mr. George R. Scott, and the readers of the New York Witness. This

honored gentleman keeps the work continually before the people of the North through his appeals made annually. We are grateful for the loyalty and support given the work by The News and Courier and Evening Post, of this city, and newspapers elsewhere. We will publish a report for the year 1900, giving the names, and amounts of all moneys received by donations.

We stated in our last annual report that it would take not less than \$700 per month, or \$8,400 per year, and we are of the same opinion for the coming year. The condition of the educational facilities in the city for colored children is startling—there being no school for them below Calhoun Street, a greater demand is brought to bear on the Orphanage, which naturally increases the expenses of the educational department. The highest number enrolled 600, the majority being boys.

Our job printing, shoemaking and repairing, and other industries have increased largely, and the children are showing signs of great usefulness along industrial lines. The farm has not done as well this year as the previous one. The cause is due to the inexperience of the superintendent appointed to conduct it, and who left it during the latter part of April. We again took it up the 1st of May, and made 1 bale of cotton, 100 bushels corn, more or less, 150 bushels sweet potatoes, 200 stalks sugar cane, and other produce. We have on the farm at present two horses, one cart, one two-horse wagon, six cows, and about \$100 worth of farming implements.

In the Orphanage and on the farm there are 64 boys and girls. The sewing department is doing well. The dormitories have been furnished in good style, but in order to carry out the plans for this year we must raise not less than \$8,000. Of this amount we would ask that the City Council appropriate \$1,000, so as to put a new roof on the building to keep the rain out, overhaul it generally, feed and clothe the children, and in carrying out our prescribed plans for another year.

The following has been received during the year 1900:

Balance in bank January 1st, 1900.....	\$ 264 88
Amount received by donations to the Orphanage.....	8,085 58
The Messenger and job printing department.....	1,352 80
Appropriation by City Council.....	800 00
Amount realized by fair, entertainments, and traveling North during the year with band and children.....	8,304 82
Total.....	\$8,156 98
Balance in bank January 1st, 1901.....	758 07
Total..	\$7,398 91

EXPENSES.

Groceries and sundries.....	\$1,719 15
Salaries to teachers and laborers.....	1,758 15
Repairing building, furniture and improvement.....	448 76
Printing and industrial department.....	714 95
Clothing, shoes and music for orphan and destitute children..	501 64
Fuel.....	178 18
Gas for the institution	90 84
Industrial farm at Anneville, S. C.....	262 18
Back debts..	818 95
	\$5,982 75
Traveling expenses, etc.....	1,416 16
Total.....	\$7,398 91

Our outstanding debts are less than \$400.

Respectfully submitted.

Rev. D. J. JENKINS,
President.

E. A. CLARK,
Secretary.

GEO. W. WILLIAMS,
Chairman of the Commissioners of the Industrial
School for Colored Orphans, 1901.

FRANK R. FROST,
Secretary.

COMMISSIONERS OF PUBLIC LANDS.

Charleston, S. C., January 1st, 1901.

To his Honor, Mayor Smyth, and City Council of Charleston:

Gentlemen—On taking charge of the Ashley River Asylum and its affairs at beginning of our term of four years, we found all buildings in a very much dilapidated condition. The Board of Public Lands respectfully now report all buildings in first-class order at this, their end of term, with exception of a small building needed for the storage of oil, and some repairs to picket fence. We can find no suggestions for improvements to make to incoming Board. We have sincerely tried to be as economical as possible in all our expenditures, and are compelled to admit it an impossibility to run this institute under a less appropriation than \$5,000.00 a year.

Mrs. M. J. Shrewsbury, Matron, resigned during the year, and Mrs. A. E. McNeil, former Matron, was re-elected to fill unexpired term, while the Steward, Thomas M. Holmes, exerts himself to give satisfaction, we are compelled to admit with deep regret on the part of all the Commissioners that his age interferes greatly with his duties. Dr. Wilson, attending physician, gives entire satisfaction.

Extracts from Steward's report gives number of admitted, deaths, discharged, etc., etc.:

Average number of inmates.....	87
Admitted during the year	67
Discharged during the year.....	5
Died during the year.....	68
Sent to City Hospital.....	5

Interments in public grounds—White.....	12
Interments in public grounds—Colored.....	525

Total of.....	537
---------------	-----

Of 5 discharged during the year, 4 were readmitted.

The report of Secretary and Treasurer shows receipts and expenditures for the year.

Respectfully submitted.

A. MATTHIES,
Chairman C. P. L.

Charleston, S. C., January 1st, 1901.

To the Board of Commissioners of the Public Lands:

Gentlemen—I beg leave to submit the following report as to receipts and expenditures for year ending December 31st, 1900, as per requirements of the rules:

By appropriation.....	\$5,000 00
By rent of farm.....	230 00
By interment fees.....	8 00
	<hr/>
	\$5,238 00
To salaries.....	\$1,123 92
To whitewashing.....	282 00
To carpenter store and drain repairs.....	120 73
To clothing and shoes.....	300 81
To provisions, wood and coal.....	3,394 14
To new store.....	15 75
To balance in City Treasury.....	65
	<hr/>
	\$5,238 00

Respectfully submitted.

H. W. H. BUCK,
Sec. and Treas. C. P. L.

EDUCATION IN CHARLESTON.**ANNUAL REPORT OF SUPERINTENDENT
ARCHER.**

Office of the Superintendent of the
City Public Schools.

Charleston, S. C., December 31, 1900.

To the Honorable the City Board of Public School Commissioners:

Gentlemen—I have the honor to present the following report of your schools for the year 1900:

ENROLLMENT.

Schools.	Boys.	Girls.	Total.
Bennett.....	549	698	1,247
Courtenay	578	786	1,314
Crafts.....	542	678	1,215
Memminger Normal.....	.....	508	508
Shaw.....	814	1,126	1,940
Simonton	897	1,095	1,992
Total.....	3,880	4,886	8,216

AVERAGE DAILY ATTENDANCE.

Schools.	Boys.	Girls.	Total.
Bennett.....	899	402	801
Courtenay	857	892	749
Crafts.....	826	807	688
Memminger Normal.....	..	808	808
Shaw	440	578	1,018
Simonton	521	696	1,217
Total.....	2,043	2,688	4,726

Of the 8,216 pupils enrolled, 4,284 were white, and 3,932 were colored.

* Of the 4,726 in daily attendance, 2,491 were white, and 2,235 were colored.

NUMBER OF PUPILS STUDYING EACH OF THE BRANCHES.

Alphabet.....	1,182
Spelling.....	3,544
Reading.....	3,544
Writing.....	3,544
Mental Arithmetic.....	3,287
Written Arithmetic.....	3,287
Geography.....	2,983
English Grammar.....	2,983
History of United States.....	3,287
History of South Carolina.....	2,983
Physiology and Hygiene.....	2,496
Drawing.....	2,983
Vocal Music.....	4,726
Calisthenics.....	3,287
Higher Branches.....	806

NUMBER OF PERSONS EMPLOYED.

Superintendent.....	1
Principals (all Males).....	6
Department Principals (all Males).....	2
Male Teachers.....	3
Female Teachers.....	95
Extra Teachers (all Females).....	18
Janitors (all Males).....	6
Total Number.....	131

Number of months Schools were in Session..... 9

There was no interruption to the work of the schools during the past year, except on legal holidays, and the usual recess of one week at Christmas. The work done by both teachers and pupils was good, and gave evidence of earnest application.

At the instance of Supervising Commissioner Julian Mitchell, Book Keeping, Stenography and Typewriting were added to the Curriculum of the Memminger Normal School, and Drawing was introduced into all the schools. The Book Keeping, Stenography and Typewriting are taught by Mr. J. V. Mason, an experienced and capable teacher of those branches; the drawing is under the supervision of Miss Elizabeth M. Getz. The results of Miss Getz's instruction

are most satisfactory, and I would recommend that she be engaged to teach the teachers, so that they in time may be able to do for the pupils what Miss Getz now does.

EXHIBITIONS.

As usual, the work of the schools was closed with an exhibition on the 29th of June, under the direction of their respective Supervising Commissioners.

MEMMINGER NORMAL SCHOOL, MR. W. K. TATE, PRINCIPAL.

The commencement of this school was held at the Academy of Music, under the direction of its Supervising Commissioner, Major Julian Mitchell. The Hon. Charles H. Simon-ton, Chairman of the Board, was present, and performed the pleasing duty of handing the diplomas to the graduates, twenty-nine in number. The first honor and the school gold medal were awarded to Miss May Nathalie Fash; the Mitchell Medal for the best composition was awarded to Miss Kate Isabel Burnham, and was presented in most fitting terms by the Rev. J. A. B. Scherer, Ph. D. The Alumnæ Medal was won by Miss Zoe Julia St. Amand, after a most spirited contest, and was presented by Miss Daisy P. Smith, the President of the Alumnæ Association.

The prize offered by the Colonial Dames for the best original essay on some Colonial subject, was won by Miss Elizabeth Barry O'Driscoll, and was presented by George S. Holmes, Esq, who represented the Dames on this occasion.

In this connection I desire to express my appreciation of the patriotic spirit which has prompted the Charleston Chapter of the Daughters of the Confederacy to offer a prize of ten dollars in gold to be competed for by the boys and the girls of the highest class at the Bennett, Crafts and Courtenay Schools. Through some misunderstanding the competition last year was limited to the girls, and the prize was awarded to Miss Beulah Mason Mackenzie, of the Crafts School; but

now that the boys and girls can compete, the rivalry will become more animated.

BENNETT SCHOOL, MR. C. L. LEGGE, PRINCIPAL.

The exhibition at this school was under the direction of its Supervising Commissioners, the Hon. George Lamb Buist and William E. Milligan, Esq. In the Boy's Department the Peabody Medal was won by Master William L. Schachte, and was presented by Commissioner Buist. In the Girl's Department Miss Wilhelmina Gertrude Cappelmann, a talented daughter of Commissioner Cappelmann, won the Peabody Medal, and it was presented by Commissioner Milligan.

CRAFTS SCHOOL, MR. R. E. SEABROOK, PRINCIPAL.

The closing exercises of this school were directed by its Supervising Commissioners, Theodore A. Wilbur, Esq., and John D. Cappelmann, Esq. In the Boy's Department the Peabody Medal was won by Master John J. O'Hagan, and was presented by Commissioner Wilbur. In the Girl's Department Miss Claire Desmond Richardson won the Peabody Medal, and it was presented by Commissioner Cappelmann.

COURTENAY SCHOOL, MR. J. AVERY FINGER, PRINCIPAL.

The exhibition at the Courtenay School was under the direction of its Supervising Commissioner, Dr. Herman Baer. In the Boy's Department the Peabody Medal was won by Master Julian Francis Nohrden, and in the Girl's Department by Miss Alice Wyatt Peecksen. In both cases the medals were presented by Dr. Baer, who spoke on this occasion with fine effect.

SHAW SCHOOL, MR. EDWARD CARROLL, PRINCIPAL.

The exercises at the Shaw School were presided over by its Supervising Commissioner, A. C. Kaufman, Esq., who

awarded the Peabody Medal to Harry Elbert Rollenson. Commissioner Kaufman expressed himself as much pleased with the proficiency of the boys and girls of the highest grade in this school, and as an incentive to still greater effort has offered a gold medal to be competed for by the pupils of the eighth grade.

SIMONTON SCHOOL, MR. W. P. HILL, PRINCIPAL.

The closing exercises of the Simonton School were conducted by its Principal, under the direction of the Supervising Commissioner, J. H. E. Stelling, Esq. The Peabody Medal was won by Florence Anna Rivers, and was presented by Commissioner Stelling.

I regret to report that Dr. Curry has informed me that the Peabody Board of Trustees have determined to discontinue the giving of their medals to meritorious pupils in the schools, and to apply their money to other purposes. I cannot but think that this is a mistake. There is no better purpose to which their money could be applied than that of stimulating and encouraging the children by these annual gifts of silver and bronze; and now that those gifts are withheld, it will become the duty of Boards of Commissioners to supply the need themselves.

FREE SCHOLARSHIPS.

In accordance with the policy of the Board, and with the Act of the General Assembly providing for the more liberal education of deserving public school boys, William L. Schachte, John J. O'Hagan and Julian F. Nohrden, the Peabody Medalists for 1900, were sent to the High School of Charleston on free public school scholarships for four years, dating from October 1st, 1900. Master O'Hagan declined his scholarship with thanks, as he had made arrangements for entering a high school in Maryland, and the vacancy was filled by the appointment of Master Dennis J. O'Brien, who had taken the second position in his class.

These boys are all doing well, and from the flattering reports sent in by the Principal of the High School, it is safe to assume that they are holding high place among their fellows.

THE NATIONAL EDUCATIONAL ASSOCIATION.

The 39th Annual Meeting of this large and influential body was held in Charleston on the 10th of July last. The sessions were at the Thomson Auditorium, and lasted for four days. Educators from all parts of the United States were in attendance, and the presence of such men as Dr. Oscar T. Corson, Dr. Irvine Shepard, Prof. Carroll O. Pearse, Dr. William T. Harris, Dr. Eliphalet Oram Lyte, Dr. William R. Harper, Dr. Nicholas Murray Butler, Col. Francis W. Parker, Dr. Emerson E. White, Prof. Robert C. Metcalf, Dr. Albert G. Lane, Superintendent Aaron Gove, President Beardshear, Superintendent Lorenzo D. Harvey, Superintendent James A. Fooshee, Prof. Martin G. Brumbaugh, Superintendent J. W. Carr, President J. M. Greene, and Madame Kraus-Boelte, Miss Emma Newman, Miss Mary McCollough, Miss Harriet Niel, and many others, was an inspiration.

SUMMER SCHOOLS.

Immediately after the adjournment of the National Educational Association, a Summer Normal Institute for the teachers of the State was held at the Winthrop Normal College building, Rock Hill, under the direction of the Hon. John J. McMahan, State Superintendent of Education.

The teachers of the public schools of Charleston were represented there, and did excellent work, but owing to the warm weather and the fatigue incident to a daily attendance on the sessions of the National Association, many did not attend.

A County Normal Institute, for the benefit of the teachers of Charleston County, was held during July and August, at the Crafts School building, in this city. This Institute was

under the direction of Mr. William H. Dunkin, County Superintendent of Education, assisted by Prof. D. D. Wallace, of Wofford College, Spartanburg, and Mr. W. K. Tate, Principal of the Memminger Normal School. The sessions covered a period of four weeks, and were attended with good results.

UNIVERSITY EXTENSION LECTURES.

Through the generous action of the Board last December, the schools were enabled to unite with other educational institutions of the city in the University Extension movement, whereby a course of six lectures on the "Levels of Character in Shakespeare," by Dr. Thomas P. Bailey, Jr., of the Chicago University, was secured. The chapel of the College of Charleston was kindly loaned for the purpose, and the audiences were large and encouraging. Dr. Bailey handled his subject in a masterful manner, and the teachers were undoubtedly benefitted, but I question the financial ability of our local educational institutions to continue the course next year.

INDUSTRIAL EDUCATION.

I regret to say that the hope expressed in my last report has not been realized, and that the Board have not seen their way clear enough to supply the need of manual and industrial training in the schools. The visit of Commissioner Kaufman to Ex-Governor Northen, and the letter of Judge Simonton to Bishop Galloway, Trustee of the Slater Fund, while encouraging, did not meet with the results expected, and the matter has been dropped for the present at least.

RESIGNATIONS.

On the 26th of November last, William E. Milligan, Esq., School Commissioner of the 5th School District, embracing Wards 9 and 10, resigned his seat as a member of the Board, because of his election as County Superintendent of Education for Charleston County.

Mr. Milligan's connection with the schools of the city was a short one, but it was characterized by great zeal and efficiency. His administration as one of the Supervising Commissioners of the Bennett School will always be most pleasantly remembered.

RESIGNATION OF TEACHERS.

During the past year the following named teachers tendered their resignations: Miss Mary C. King, of the Corps of Extras, Miss Marion R. Macmillan, of the Memminger Normal, Miss Margaret M. Fishburne, of the Simonton School, Miss Helen Lee, of the Corps of Extras, Miss Laurie M. Boinest, of the Shaw School, and Miss Marie Unfug, of the Corps of Extras

ELECTION OF TEACHERS.

These vacancies have been filled by the election (after competitive examination) of Miss Edith M. Pringle, Miss May Taylor and Miss Margaret Huger Smith to the Corps of Extras; Miss Mary Caroline Robertson to the Memminger Normal; Miss May P. Cater to the Simonton; and Miss May Graham to the Shaw.

ELECTION OF MALE VICE-PRINCIPALS.

On the 16th of July, 1900, a competitive examination for filling the position of Male Vice-Principal at the Shaw and the Simonton Schools was held, and from six applicants Mr. Joseph E. Hubbard and Mr. Daniel M. O'Driscoll, Jr., were elected; Mr. Hubbard for the Simonton School, and Mr. O'Driscoll for the Shaw.

NECROLOGY.

There was but one death among the teachers during the past year, that of Mrs Julia L. Mousseau, of the Courtenay School, and such was the Board's appreciation of her worth, that the following tribute to her memory was unanimously adopted:

"The death of Mrs. Julia L. Mousseau, on the 27th of February, 1900, has deprived the schools of an earnest, faithful and conscientious teacher, one who was in thorough sympathy with her work, and who did it well. Mrs. Mousseau's connection with the schools dated back as far as April, 1868, when, as Miss Main, she entered the old Meeting Street School as a teacher, under the principalship of Mrs. Isabella Blair. In 1872 she was transferred to the Morris Street, now the Simonton School, where she taught most acceptably for sixteen years. In 1888 she was promoted to the Courtenay School as a reward for her long and faithful service, and by a singular coincidence completed her work on the same spot where, thirty-two years before, she had commenced it. But her last lesson has been taught, her class book is closed, and her professional career is ended."

Annual statement of receipts and disbursements for the year beginning January 1st, 1900, and ending December 31st, 1900:

RECEIPTS.

Balance from 1899.....	\$ 35 15
Received from sale of books.....	83 50
Received from City Treasurer.....	66,605 05
Received from Chairman Finance Committee.....	400 00
Received from surplus School Funds.....	4,100 00
Received from Peabody Fund.....	1,000 00
Received from City Treasurer for The Teacher's Retirement Fund.....	2,248 58
Total receipts.....	<u>\$74,422 28</u>

DISBURSEMENTS.

Paid for salaries.....	\$54,774 46
Paid for repairs.....	8,805 78
Paid for insurance	66 00
Paid for fuel.....	463 15
Paid for ground rent.....	120 00
Paid for water rent.....	174 57
Paid for printing and stationery.....	260 74
Paid for supplies	484 89
Paid for collecting school tax.....	500 00
Paid for making out poll list.....	200 00
Paid for High School scholarships.....	1,190 99

Paid for purchase of ground adjoining Crafts School.....	215 00
Paid for incidentals.....	258 27
Paid to City Treasurer, surplus School Funds.....	4,100 00
Paid to City Treasurer appropriation from Peabody Fund...	1,000 00
Paid to Trustees of The Teacher's Retirement Fund.....	2,248 58
Total disbursements.....	<u>\$74,307 48</u>
Cash balance December 31, 1900.....	\$ 114 85

As usual, I have prepared and forwarded to the Hon. John J. McMahan, State Superintendent of Education, through the office of William H. Dunkin, Esq., County Superintendent of Education for Charleston County, the annual report of the Board for the scholastic year ending on the 30th of June, 1900, also the annual statement of the schools, to the Hon. William T. Harris, United States Commissioner of Education, at Washington, D. C., and the annual report of the Superintendent of the City Public Schools for the Mayor's Year Book.

In concluding this report I would most earnestly recommend that the Board purchase as soon as may be practicable, the strip of land adjoining the Courtenay School building, belonging to the estate of Mr. John S. Riggs; and the property adjoining the Crafts School premises, at the southwest corner of Queen and Friend Streets, belonging to the same estate. The purchase of the latter is especially to be desired, as it would ensure the removal of the unsightly building now occupying that corner.

Respectfully submitted.

HENRY P. ARCHER,
Superintendent.

HIGH SCHOOL OF CHARLESTON.

Charleston, S. C., March 18th, 1901.

His Honor, J. Adger Smyth, Mayor, and the City Council
of Charleston:

GENTLEMEN—In pursuance of your request for a report on the condition of the High School, I beg to hand you the report of its Principal, Mr. Walter M. Whitehead, to the Board of Trustees. This report gives information in detail of the numbers in attendance, the prosperity, and progress of the school.

I call to your attention, as one of the best evidences of the excellence of this school, that of its graduates of last year. Mr. Joseph J. Grace was appointed to West Point, and Mr. Paul Macmillan to the Naval Academy of Annapolis. They were the successful competitors in a very rigid competitive examination. In the case of Mr. Grace, the place was won at an examination held in Columbia, open to candidates from the whole State. In addition to this, the appointment to the Cadetship in the South Carolina Military Academy was won by a member of the second class.

It is due to those who are actively in charge to say that their fidelity, zeal and interest in the work of the institution cannot be surpassed, and I cordially endorse the remarks of the Principal in regard thereto.

This condition is due very largely to the practical interest your Honorable Body has taken in the school, and the liberality shown in aid thereof.

Respectfully, etc.,

JULIAN MITCHELL,

President Board of Trustees of High School of Charleston, S. C.

High School of Charleston, S. C.,
December 31st, 1900.

The President and Trustees of the High School of Charleston :

GENTLEMEN—I submit the report of the school for the year ending December 31st, 1900.

The following statement shows the attendance during the three sessions of the scholastic year:

JANUARY 1st TO MARCH 31st.

First Class.....	20 Pupils.
Second Class.....	27 "
Third Class.....	31 "
Fourth Class, Section A.....	29 "
Fourth Class, Section B.....	23 "
Fourth Class, Section C.....	36 "
Preparatory Class	28 "
Total.....	198 "

APRIL 1st TO JUNE 30th.

First Class.....	20 Pupils.
Second Class.....	26 "
Third Class.....	31 "
Fourth Class, Section A.....	25 "
Fourth Class, Section B.....	18 "
Fourth Class, Section C.....	21 "
Preparatory Class.....	28 "
Total.....	169 "

OCTOBER 1st TO DECEMBER 31st.

First Class.....	20 Pupils.
Second Class.....	19 "
Third Class.....	33 "
Fourth Class, Section A.....	29 "
Fourth Class, Section B.....	25 "
Fourth Class, Section C.....	27 "
Preparatory Class.....	16 "
Total.....	174 "

The City Council has continued its liberal policy toward the school by making a special appropriation for the purchase of new school furniture for the class rooms. This appropria-

tion, amounting to \$325.00, was expended for the purchase and setting up of one hundred new single desks to replace the old ones, which have been in use since 1881.

After corresponding with dealers in school supplies, the contract was awarded to the Caxton Automatic Desk Company, of Chicago, and three class rooms and the preparatory class room were supplied with these desks. The school is now equipped throughout with new furniture of modern style and the most approved pattern.

The course in book keeping and penmanship, which was introduced at the beginning of the last term, has been continued with the most satisfactory results.

The Trustees were most fortunate in securing the services of Mr. Simon V. Brubaker to take charge of this department. Mr. Brubaker is a graduate of one of the largest and most successful commercial colleges in the West, and has had considerable experience in conducting classes, both in business institutions and in the graded schools of the State from which he comes. The progress made in penmanship, and the subject of bookkeeping by the pupils under his care, bears testimony to his ability and painstaking efforts.

At the opening of the session in October, it became evident that the ill health of Mr. Virgil C. Dibble, Jr., would prevent him from returning to his duties, thus depriving the school of the services of a peculiarly earnest, enthusiastic, and promising teacher, on the very threshold of his career. In the rearrangement made necessary by Mr. Dibble's resignation, Mr. R. V. Royall who had, for so long a time, successfully conducted the work of the Preparatory Class, was transferred to the Fourth Class, and Mr. C. D. Meyer was employed to take charge of the Preparatory Class. Mr. Meyer is a graduate of the College of Charleston, and of this school, and is familiar with the methods and curriculum of the school. He has been doing most acceptable work in the position to which he was elected, and fully justifies the wisdom of the Trustees in appointing him to this important department of the school.

The gymnasium has been thoroughly renovated and painted on the inside, and several pieces of apparatus, usually found in a well-furnished gymnasium, have been added, thus making it complete and up-to-date in equipment. I desire to call attention to the great benefit derived by many of the pupils from the exercises given by the Physical Director, Prof. F. P. Valdes, for the correction of slight deformities. Upon his entrance to the school, each pupil is carefully examined, his physical measurements are taken, his condition of health is noted, and such exercises are prescribed as may be necessary for a complete and symmetrical bodily development. The improvement in the carriage of the boys who have been given the special course of training has been so marked in many cases, that the parents have expressed their thanks to the Professor, and have added words of high commendation of the system of gymnastic instruction employed. The gymnasium is not open for voluntary exercise, and, as the instructor is always in attendance, there is no danger of any student indulging in exercise which may be attended with danger.

In addition to the work accomplished in the departments of Mathematics, Classics and Modern Languages, special attention has been given to the development of the English course. The pupils are required to read some of the best English authors, so as to attain to an appreciation of literary masterpieces, and to write numerous essays on the general purport of the selections. The scheme suggested by the committee of ten is followed, as far as time and opportunity will permit. The aim of the instruction is to give the pupil the ability to write good English rather than to acquire a mere knowledge of books. Frequent exercise in composition is required, so that the pupil may learn to express himself readily and easily in accordance with the usages of ordinary prose composition. As the primary object of any such course of training is the art of expressing one's ideas clearly and correctly, the student is expected to cultivate in his writing

habits of correct grammar and spelling, of correct sentence structure, punctuation and paragraphing.

The Sixty-first Session of the School closed June 27th. The commencement was a pleasant one, a large audience was in attendance, and the exercises were interesting. A graduating class of fifteen members, received from the President of the Board, Major Julian Mitchell, the diplomas, attesting that they had successfully completed the prescribed course of study.

The following are the names of the graduates:

Bartley Bull.	Albert W. Litschgi, Jr.
Percy Lee Elias.	Paul M. Macmillan.
Fay O. Emerson.	Caspar H. May.
J. Avery Finger, Jr.	J. E. Meyer, Jr.
Joseph J. Grace.	Kivie Isaac Pearlstine.
Joseph F. Heyward.	Wm. F. Sherfessee.
Frederick H. Horlbeck.	Robert S. Simons.

Swinton Ball Waring.

In the First Class the medal for general excellence in scholarship was won by Caspar H. May. The second honor was awarded to Fay O. Emerson. The Ferguson-Colcock Conduct Medal was awarded by vote of the class to Paul M. Macmillan.

In the Second Class the Peabody Medal was awarded to Arthur LeRoy Bristol; next in merit, George E. Boulineau.

William Henry Parker, Esq., in presenting the medals to the successful contestants, took occasion to refer to the institution of the Ferguson-Colcock Conduct Medal, and paid a touching tribute to young Colcock. He remarked that the donation of a medal to be awarded for gentlemanly deportment and honorable conduct, was peculiarly fitting to the South, where the honor system among students originated, and prevails. He urged the boys to remember that this sentiment of our old Southern society must be cherished, and not allowed to be trodden down by the march of materialism, and drowned by the whirr of machinery, nor the whistle of the locomotive.

In the Third Class and the three sections of the Fourth Class the first places were held by A. Pelzer Wagener, John Hanckel Taylor, Samuel Hughes, Jr., and Thomas F. Mosiman. In the Preparatory Class the first position was held by Henry P. Wagener.

These premiums were presented by Hon. John F. Ficken, ex-Mayor of Charleston.

It is worthy of note that immediately after graduation, Joseph J. Grace was appointed to West Point, and Paul M. Macmillan received an appointment to Annapolis; both of these places were won after a severe competitive examination. The appointment of young Grace was won in an examination held at Columbia, and was open to candidates from the whole State. The appointment to a Cadetship in the South Carolina Military Academy was also won this year by a member of the Second Class at the school. These much coveted and substantial honors secured by the graduates of the High School, evidence the thorough training received by those who take advantage of the opportunities afforded by the institution.

The past year has been a prosperous one for the School, and the teachers, one and all, have labored faithfully to maintain the high standard of scholarship, for which the institution has been noted. Each instructor has had a high ideal ever before him, and has striven to make the department of which he had special charge equal in grade to that which is required in similar secondary schools in the large cities of our country.

Very respectfully

W. M. WHITEHEAD,

Principal High School of Charleston.

COLLEGE OF CHARLESTON.

PRESIDENT'S REPORT

To the Trustees of the College of Charleston:

I have the honor to submit the following report for the year ending December 31, 1900.

GROWTH AND DEVELOPMENT.

During the year under review signs have not been wanting of real development in important directions which cannot fail to be a source of encouragement to the friends of the institution. Though our limited resources and restricted income necessitate a careful, even frugal, administration, yet it has been found practicable to enlarge our facilities of instruction by the addition of courses in botany, zoölogy and geology, and to equip laboratories sufficiently to begin laboratory work in these subjects. The number of courses offered to students has thus been increased from sixty-one to seventy-four, which comprise work in Greek, Latin, German, French, English, history, economics, sociology, psychology, logic, mathematics, physics, astronomy, chemistry, botany, zoölogy, geology, and physiology. This increase in the scientific departments of the College warranted the arrangement of a course leading to the degree of Bachelor of Science, which was duly authorized at the annual meeting of the Trustees.

Further, in the matter of attendance there has been an advance. After a careful examination of the records I find that, excepting the enrollment of the session of 1878-79, the enrollment of this session is greater than that of any session since 1854-55. Of the present number more than one-third are from other parts of the State. This is due to the County Scholarships created in 1899, and to the wide advertising

which the increased fund allowed for this purpose has rendered possible. Advertisements were inserted in the papers of every county in the State, and in the press of neighboring cities, such as Augusta, Jacksonville, Savannah, Charlotte, etc. In addition, the usual annual edition of 2,000 catalogues has been widely distributed, and also 5,000 illustrated circulars. The following counties have been represented during the year by scholarship students, and, in some cases, by other students in addition: Anderson, Abbeville, Bamberg, Barnwell, Berkeley, Colleton, Florence, Georgetown, Greenville, Laurens, Marlboro, Oconee, Orangeburg, Richland, Saluda and Spartanburg.

Finally, under this heading I note with gratification the prospect of increasing still further our facilities for scientific instruction, by the addition of certain technical courses. This plan of action was proposed by the Trustees at the annual meeting in October. The matter was placed in the hands of a special committee, and the City Council has endorsed it in a substantial manner by a special appropriation of \$500, to aid in making a beginning. The step is an important one for the College and for the youth of our community. The College is, to be sure, primarily an institution for instruction in humane letters and in pure science, and I would deprecate strongly any action which would serve to introduce and develop technical courses at the expense of those which are literary and purely scientific. But courses in mechanics, descriptive geometry, engineering, geodesy, mechanical drawing, mechanism, etc., would greatly enhance the value of the work offered at present in pure mathematics, physics, chemistry, mineralogy, and geology, and would open up new avenues of endeavor and of self-development for those young men of our community and section whose opportunities are confined to what is offered by local institutions. Moreover, this move would be in accordance with the now widely recognized educational policy of admitting to the course leading to the liberal arts

degree studies which approach in character professional studies. It is earnestly to be hoped that it may be possible to bring the plan to a successful completion.

THE FACULTY.

It is a pleasure to report again the zeal and efficiency with which the work of instruction has been carried on, and to note the good feeling and harmony which exists.

The only addition to our teaching force has been through the election of Professor George H. Ashley to the Chair of Biology and Geology. Mr. Ashley was graduated with the degree of M. E. at Cornell University in 1890. He pursued graduate work at Leland Stanford University, from which he received the degree of A. M. in 1892, and of Ph. D. in 1894. After teaching the natural sciences in California for two years, he was, in 1896, appointed Assistant State Geologist of Indiana, which position he held up to the time of his election to the College Faculty. He is a member of the Geological Society of America, of the American Institute of Mining Engineers, and of other scientific societies; has published various and extensive monographs on geological subjects, and is a frequent contributor to the *Journal of Geology, Mines and Minerals*, and many other scientific journals and magazines.

I desire in this first annual report since the election of Mr. Ashley to bear witness to the ability, energy, and judgment with which he has taken up and carried on his work, both as Professor of Biology and Geology and as Curator of the Museum. In organizing new work with inadequate means at his disposal, his difficulties have been great; but with skill and patience he has overcome them, and is meeting in his work the success such efforts deserve.

BUILDINGS.

The buildings in general are in good condition. The amount appropriated for repairs during the year was suffi-

cient to overhaul thoroughly the Biology lecture room and the laboratories of Chemistry and Biology. But on the exterior of the buildings there is much in the way of renovation and repairing that is desirable. In this connection I have secured the expert opinions of two firms of New York architects, and find that their suggestions can be carried out for a moderate amount—from six to eight hundred dollars.

The Dormitory is in good condition, and, through the careful attention of its present management, its success continues.

EQUIPMENT.

While the year under review finds the material equipment of the College in a more satisfactory condition than ever before, yet it is in the scientific apparatus of our laboratories and in the equipment of the general library that the pinching effect of the economical management, which our limited resources render necessary, is more particularly felt.

We have been able to provide for the biological laboratories three fine microscopes, a microtome, camera, the necessary glassware, culture dishes, dissecting sets, etc., and through the courtesy of the professor in charge, we have had the use of his fine collection of photographs and illustrative material, some of which will be donated to the permanent equipment of the department.

Further, we have been able to purchase the lenses for a fine stereopticon, and this is now in course of construction. It will be for the use of all the scientific departments, and will also be an attractive addition to public lectures given on scientific subjects. But the laboratories in all departments are far from complete in their equipment. In the department of Physics the particular need is in electrical equipment. While the old-fashioned apparatus can be well used in such subjects as mechanics and sound, it is almost worthless in electricity, on account of the enormous advances in that subject.

We particularly need a small dynamo capable of furnishing

current for motors to run small apparatus, to charge storage batteries, to show small electric lights, etc.; also the means for running such a dynamo—either a very small gas engine ($\frac{1}{2}$ horse power), or a motor of similar power with electricity from the city wires to run it. In the department of Biology we need half a dozen more microscopes, and much additional apparatus to take the place of the “home-made,” simple, and inexpensive instruments which have sufficed in the elementary work of the first year.

THE LIBRARY.

The management, direction, and arrangement of the Library is better than at any time during my connection with the College. The work of Miss Bull, the assistant librarian, is careful, accurate, and in every way satisfactory. She has catalogued in the past year 1,470 volumes, and has written 4,760 cards, making a total of 3,370 volumes catalogued, and 5,060 cards written. The Library is opened daily throughout the lecture hours, and is used by our students more and more, as the facilities increase. In the number of volumes taken out through the year there is a gain of 376 per cent. over the number taken out the year before.

But in spite of these improvements, one of the greatest and most immediate needs of the College to-day is for a practical working library of books, chosen for the work of their courses by the professors in the several departments. Such a working library is universally recognized as indispensable in all modern teaching. So soon as a student is put in the way of finding out things for himself, under competent direction, the value of his work and his interest in it usually increases very greatly; he acquires a more independent and a more active attitude to knowledge, and the results are far more fruitful. Some who have hitherto been indifferent become, under this stimulus, interested for the first time. Furthermore, the power to handle and control books, acquired by working up a subject in a library, is itself a most valuable

training, and, in some of the professions, one that must be had sooner or later.

Our present Library, with the exception of a few books purchased two years ago, and of some generous donations of sets of volumes in general science and history, made by citizens of Charleston, consists of three private libraries bequeathed to the College by their owners. These books are of great intrinsic value and interest, and testify admirably to the high and liberal culture of the Charleston of fifty years ago. But, as regards present needs, this library is at least fifty years out of date. It contains almost none of the authorities which the modern student needs primarily to consult, so that he is crippled at the very beginning of his investigation.

It is no exaggeration to say that the expenditure of even a few hundred dollars for books and periodicals would, in a number of the courses, double the effectiveness of the work, and there is every reason to believe that, were the stimulus of library-study once well introduced, it would prove of ever increasing benefit to the whole intellectual tone of the College.

GIFTS TO THE LIBRARY.

The total number of volumes donated during the year is 518. Of these 296 were given by the United States Government. The gifts of 148 volumes by the Rev. Dr. C. S. Vedder, of 28 volumes by Mr. A. C. Kaufman, and of 20 volumes by Judge H. L. P. Bolger, deserve special mention, and are hereby again gratefully acknowledged. Another notable and valuable gift is that of 40 charts, in a handsomely embossed portfolio, presented by Charles P. Bolles, Esq., of Washington, an Alumnus of the College, Class of '44.

ATHLETICS AND STUDENT AFFAIRS.

The lack of opportunity for proper physical culture among our students continues to be one of our crying needs. Some avail themselves of the advantages offered by the Y. M. C. A.

gymnasium. But the expense is not slight, the hours not always convenient, and any attempt at enforced regularity or compulsory attendance is out of the question. Consequently in the case of only a few is there anything approaching regular and systematic exercise. The entire disregard of this side of the training of our students, which the lack of gymnasium facilities occasions, cannot but be deplored by the friends of the institution.

The General Athletic Association enjoyed again a most successful year, the base ball team making in the spring its annual tour of the State. Too much cannot be said in praise of the energetic, business-like methods used by the student-management of athletic affairs, and by that of the literary magazine as well. In the case of both there are risks which are not insignificant, when the resources are considered. Funds amounting to between twelve and fifteen hundred dollars are required annually to carry through these ventures. This amount is raised and expended by the students themselves through managing committees and officers elected from the students by the student-body.

The attention of the Trustees is respectfully invited to the following report by the Curator of the Museum. The magnitude of this department of the College, and its importance both to the College and to the general public, render desirable its fuller treatment by the officer in charge.

HARRISON RANDOLPH,

8th March, 1901.

President.

REPORT OF THE CURATOR OF THE MUSEUM.

To the President of the College:

Sir—I have the honor to submit the following report on the College of Charleston Museum for the year ending December 31, 1900:

AGE.

The present year completes the first half century of the Museum's existence, it having been opened to the public in November, 1851. It has, therefore, seemed fitting that some recognition of that fact should be made. It has been suggested that the event be celebrated on the anniversary, next November, and it is hoped that such a celebration may be held.

PRESENT CONDITION OF THE MUSEUM.

There are at present, by a rough estimate, between 15,000 and 20,000 specimens in the Museum, representing probably at least 10,000 to 15,000 species or titles. These are distributed as follows: mammals, 325; birds, eggs, nests, 1,200; reptiles and amphibians, 200; fishes, 235; total vertebrates, say, 2,000. Shells, 2,000 to 5,000; other invertebrates, 300. Fossils, 1,000; geology, 1,000; botany, 5,000; anthropology, 300. A card catalogue has been started, and until it is more or less complete, the above figures are in many cases little more than guesses.

COMPARISON WITH OTHER MUSEUMS.

As compared with the average city or college museum, this museum is strong in skeletons, large mammals, bird skins, well known oriental animals, turtles, Tertiary vertebrates, phosphate rocks. It is weak in well mounted fish and reptiles, bird's eggs, local archæology, economic botany; very weak in most branches of geology and paleontology. Future efforts will first be directed toward strengthening the weak sides of the Museum, as indicated above.

CASING.

Though not meeting the present standard of casing, in that cases are neither dust nor insect proof, nor provided with as large glass as is considered desirable, yet as compared with museums of its class, it may be said to be well cased. Much glass is yet needed to complete the gallery cases. The most serious problem in the display of the specimens is the lack of light, especially in the central room and the two small rooms on either side. Small objects can be seen in the gallery only on bright days. Probably the simplest remedy would be skylights.

ARRANGEMENT AND LABELING.

In this matter the Museum is ahead of the average museum, but far behind the leading museums of the country. It is a governing principle with the best museums, that every specimen occupies a definite place in the plan of the universe, and has a definite story to tell, therefore it should occupy, as nearly as possible, that place in the museum, and its label should tell all the salient facts about it. Plans are already in progress toward a more systematic grouping of specimens, and the more liberal introduction of group and descriptive labels.

EDUCATIONAL VALUE TO THE PUBLIC.

It is believed that the rearrangement suggested above, which is rendered necessary by the class work in Biology, will greatly increase the interest and value of the Museum to the public. At present the Museum is open only on Saturdays and on holidays; it is hoped that before another year elapses, some arrangement may be made by which the halls may be kept open at least part of each week day. The schedule of classes for the coming year includes a course on the lessons of the museum, intended primarily for the public school teachers, and for others interested. A series of newspaper articles has already been started, which it is hoped will increase the interest and value of the Museum to the public. It is now hoped also, that the entrance may

soon be changed to the tower stairway, the Museum being at present arranged with such an entrance in view.

PLANS FOR THE FUTURE.

Among the plans for the future may be mentioned: Filling out the weak points of the collections, especially in the local fishes, in the archæology of the State, in the geology of the State, particularly on the ores and economic materials; in those divisions of paleontology at present not at all, or but poorly represented; preparing labels for all the cases, group labels, and descriptive labels of all the specimens; obtaining material, photographs, etc., for commercial exhibits of the State's resources; preparing cases of type series; mounting and exhibiting material on hand, but not on display; rearranging parts of the Museum to facilitate class reference, and the illustration of relations other than those of classification; preparing a complete and systematic catalogue of all the material in the Museum; preparing catalogues for the use of visitors; securing material by gift and exchange.

GIFTS TO THE MUSEUM.

Gifts of material since the first of October have been as follows:

Professor H. A. Green, Chester, S. C., a number of mounted algæ, etc., to add to the Green collection, now in the Museum.

James Allen & Co., the bronze cast of a medal awarded by the General Assembly to General Nathan George Evans.

Edward H. Sieling, a large sailor's dirk.

S. McG. Benet, Indian tomahawks, etc., from Abbeville and Laurens Counties.

Department of Biology and Geology, numerous small and local specimens by Curator, and from field trips of classes.

In conclusion it may be stated that Charleston has a Museum of which she may well be proud, and which is probably of greater value than any similar collection of its size in the country.

GEORGE H. ASHLEY,

March 8th, 1901.

Curator.

ORDINANCES RATIFIED DURING THE YEAR 1900.

AN ORDINANCE to Prohibit "Spitting" on the Sidewalks.

Be it Ordered by the Mayor and Aldermen of the City of Charleston, in City Council Assembled, That it shall not be lawful for any person or persons to spit on or upon the sidewalks of the city of Charleston. And every person so offending, upon conviction, shall forfeit and pay the sum of no less than one dollar, or more than five dollars, or be imprisoned for not less than five, nor more than ten days in jail, for each and every offence.

Ratified February 13th, 1900.

AN ORDINANCE Granting Certain Privileges to Telegraph and Telephone or Burglar Alarm Corporations, Firms, or Persons Conducting Business within the Corporate Limits of the City of Charleston.

Whereas, It appears that a certain Telegraph Company, doing business in the city of Charleston, has applied for permission to run two through wires through Meeting Street, claiming the same to be necessary in the service of the United States Government.

Now, Therefore, Be it Ordained by the Mayor by the Mayor and Aldermen of the City Council of Charleston, in City Council Assembled:

Section 1. That all corporations, firms or persons conducting a telegraph, telephone or burglar alarm business within the corporate limits of the city of Charleston be, and they are hereby, granted ten days from the day of date of the ratification of this ordinance, in which to run wires through Meeting Street, and as far as, and including Broad Street.

Provided, however, That no firm, person or corporation shall be allowed to run more than two wires.

Provided, further, That so much of all ordinances, or parts of the ordinances, conflicting with this ordinance be, and they are hereby repealed.

Ratified February 26th, 1900.

**AN ORDINANCE to Provide for the Disposition and Removal of
Dead Animals.**

Be it Ordained by the Mayor and Aldermen of the City of Charleston, in City Council Assembled:

Section 1. That on and after the passage of this ordinance, no person or persons, firms or corporations, save and except the duly authorized and appointed representatives of the city of Charleston, shall be allowed to remove any dead horse, mule, cow, heifer, bull, ox, calf, or other cattle from the place where such animal came to its death.

Section 2. That immediately upon the death of such animal above named, the owner or owners thereof shall notify the Superintendent of Streets, at his office in the City Hall, giving him full information as to the kind of animal, and the place where the same can be found.

Section 3. It shall be the duty of the Superintendent of Streets immediately after the passage of this ordinance, and on the 2nd day of January of each and every year hereafter, to appoint a suitable person, whose duty it shall be to convey all such dead animals out of the city limits within twenty-four hours from the time of the receipt of the notification of the death of such animal; such person, so appointed, to receive from the owner or owners of the dead animal as compensation therefor the sum of fifty cents, if so much be necessary, for each and every animal so hauled or conveyed beyond the corporate limits of the city of Charleston; and fifty cents, if so much be necessary, from the city of Charleston, to be paid by the Superintendent of Streets out of the funds of the Street Department.

Section 4. Any person or persons, firms or corporations, violating any of the terms of this ordinance, shall, upon condition, be fined ten dollars, or imprisoned for thirty days.

Ratified March 13th, 1900.

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AN ORDINANCE to Adopt Certain State Legislation for the Enforcement and Collection of the Municipal Taxes.

Whereas, By an Act of the General Assembly, to amend the charter of the city of Charleston, with reference to the enforcement and collection of taxes on personal and real property, approved December 17th, A. D. 1894, the City Council of Charleston is authorized and empowered, for the enforcement and collection of taxes for municipal purposes on real and personal property within the city of Charleston, to adopt such of the State Legislation heretofore enacted as they may deem expedient, and as may be applicable with reference to the enforcement and collection of State and County Taxes.

Now, Therefore, Be it Ordained by the Mayor and Aldermen of the City Council of Charleston, in City Council Assembled, that Section 99 of the Revised Ordinances of 1895 of the city of Charleston be, and the same is hereby repealed, and the following be inserted instead, and in lieu thereof:

Section 99. The collection and enforcement of taxes for municipal purposes on real and personal property within the city of Charleston shall not be stayed or prevented by an injunction, writ, or order issued by any Court, or Judge thereof. In any and all cases in which such municipal taxes shall be charged against any person upon the books of the City Treasurer, and he shall claim payment of such taxes, or shall take any steps or proceedings to collect the same, such person, if he conceive the same to be unjust or illegal for any cause, shall pay the said taxes notwithstanding, under protest, in such funds and moneys as the said Treasurer shall be authorized by law to receive. Upon such payment, the Treasurer shall pay the taxes so collected into the City Treasury, giving notice at the time, to the Committee on Ways and Means, that the payment was made under protest. The person so paying said taxes may, at time within thirty days after making such payment, but not afterwards, bring an action against the City Council of Charleston for the recovery thereof in the Court of Common Pleas for the County in which such taxes are payable. If it be determined in such action that such taxes were wrongfully or illegally collected, for any reason owing to the merits, then the Court before whom the case is tried shall certify of record that the same were wrongfully collected, and ought to be refunded; and thereupon, the Treasurer of the city of Charleston shall refund the taxes so paid, which shall be paid in preference to other claims against the Treasurer.

Ratified March 13th, 1900.

AN ORDINANCE to Amend Section 329 of the General Ordinances Relating to the Freight Bureau.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 329 of the General Ordinances be amended, by adding after the word "each" in said Section the following: "Subject, however, to the approval of the City Council of Charleston," so that when amended, said Section shall read as follows:

Section 329. The said Board shall be authorized to examine into all matters appertaining to the rates of freight into or out of the city of Charleston, whether by water or by land; and into all matters connected therewith; and also into all matters appertaining to the rates of insurance, fire and marine, and all matters connected therewith. They shall be charged with the special duty of taking such steps as

they may deem proper to prevent any discrimination against the interests of the city of Charleston, and insure fair, just and proper rates of freight and insurance in, and out of the said city.

They shall have power to appoint, and at pleasure to remove an agent or manager, to be known as the Manager or Inspector of the Freight Bureau of the City of Charleston, and also a Clerk, and to fix the amount of compensation for each; subject, however, to the approval of the City Council of Charleston. They shall have further power to make such rules and regulations for the management for the said Bureau, and the discharge of the duties herein imposed upon them, as they may deem proper; provided, such rules are not inconsistent with the laws of the land or the ordinances of the city.

Ratified March 13th, 1900.

AN ORDINANCE to Amend Section 217 of the Revised Ordinance of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 217 of the Revised Ordinances of 1895 be, and the same is hereby amended, by striking out the words "Committee on Streets," in line five, of said Section, and inserting in lieu thereof the following words: "Committees on Streets and Electric Wires," so that said Section, when amended, shall read as follows:

Section 217. Applications for permits to erect poles and stretch wires must be filed in the office of the City Electrician, accompanied by a plan indicating the proposed location, and character of the same; such plan to be approved by the Committee on Streets and Electric Wires, and when so approved, the City Electrician shall issue a permit in the name of said committees. It shall not be admissible to occupy any main streets with poles or other supports where it is practicable to penetrate any district or supply the occupants of any one square by erecting such poles and supports in the alleyways.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Section 219 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 219 of the Revised Ordinances of 1895 be, and the same is hereby amended, by striking out all that appears in said Section after the word "all," and inserting in lieu thereof the following words: "Poles shall be erected under the supervision and control of the Committee on Streets, and all wires of

every class shall be strung under the supervision and control of the Committee on Electric Wires," so that said Section, when amended, shall read as follows:

Section 219. All poles shall be erected under the supervision and control of the Committee on Streets, and all wires of every class shall be strung under the supervision and control of the Committee on Electric Wires.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Section 220 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 220 of the Revised Ordinances of 1895 of the city of Charleston be, and the same is hereby amended, by striking out the word "streets," wherever the same appears in said ordinance, and inserting in lieu thereof the words "electric wires," so that said Section, when amended, shall read as follows:

Section 220. All companies erecting wires shall occupy the same line of poles, wherever such combined use is practicable; to be determined by the Committee on Electric Wires, and shall pay therefor such rental or compensation as the parties interested may agree upon; or if they shall fail to agree, then such as may be fixed by the Committee on Electric Wires.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Section 221 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 221 of the Revised Ordinances of 1895, of the city of Charleston, be, and the same is hereby amended, by striking out the word "streets" at the end of said Section, and inserting in lieu thereof the words: "electric wires, and with the approval of the City Electrician," so that said Section, when amended, shall read as follows:

Section 221. Roofs of buildings must not be used in the support of wires, nor shall any other part of buildings be so used, without the consent of the owners thereof, properly authenticated to the Committee on Electric Wires, and with the approval of the City Electrician.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Section 222 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 222 of the Revised Ordinances of 1895 of the city of Charleston be, and the same is hereby amended, by striking out the word "streets" in said Section, and inserting in lieu thereof the words "electric Wires and the City Electrician," so that said Section, when amended, shall read as follows:

Section 222. All electric light or power wires hereafter erected or strung, must be covered with a durable water-proof insulation, not less than two coatings. Permits to string wires will be granted only after approval of samples submitted to Committee on Electric wires and the City Electrician, and no wires other than those thus approved by samples may be strung.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Section 225 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 225 of the Revised Ordinances of 1895 of the city of Charleston be, and the same is hereby amended, by striking out the words "Committee on Streets" wherever the same appears in said Section, and inserting in lieu thereof the words: "City Electrician, with the approval of the Committee on Electric Wires," so that said Section, when amended, shall read as follows:

Section 225. Where angles occur in the line, subjecting the supports to increased strain, guard irons must be placed at the outer ends of the cross arms; guard wires must also be placed wherever their presence would prevent telephone, telegraph or other wires from coming into accidental contact with electric light, power and trolley wires for electric street railways. Whenever it is necessary for any electric light, power or trolley wires to be run under telegraph, fire alarm or telephone wires, permission shall be granted to do so by the City Electrician, with the approval of the Committee on Electric Wires; but the company running such wire or wires shall pay the expense of raising the other wires, so that the said wires shall be not less than five feet above said electric light, power or trolley wires, to make them entirely safe; and whenever any telegraph, fire alarm or telephone companies, wish to stretch wires above any electric light, power or trolley wires, they must cross not less than five feet above said wires. The guard wires above each electric light, power or trolley shall consist of such wires, and shall be stretched in such manner as

may be prescribed by the City Electrician, with the approval of the Committee on Electric Wires. The cost of such guard wires and guard irons, or change of poles, shall be borne by the person or company making the last construction.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Section 228 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 228 of the Revised Ordinances of 1895 of the city of Charleston be, and the same is hereby amended, by striking out the word "streets" at the end of said Section, and inserting in lieu thereof the words: "electric wires," so that the said Section, when amended, shall read as follows:

Section 228. All poles shall be of ample size to support with safety the wires to be placed thereon, size to be determined by the Electrician, with the approval of the Committee on Electric Wires.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Section 234 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 234 of the Revised Ordinances of 1895 be, and the same is hereby amended, by inserting after the words "Committee on Streets," the following words: "or the Committee on Electric Wires," so that said Section, when amended, shall read as follows:

Section 234. The City Council hereby reserves to itself the right to add to or modify this subdivision, and any rules and regulations which may be prescribed by the Committee on Streets, or the Committee on Electric Wires; and if, in its opinion, it should hereafter become necessary to require any and all electric wires to be placed under ground.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Section 235 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Section 235 of the Revised Ordinances of 1895, be, and the same is hereby amended, by inserting before

the words "Committee on Streets," wherever it appears in said Section, the word "joint," and after the words "Committee on Streets," wherever it appear in said Section, "electric wires," so that said Section, when amended, shall read as follows:

Section 235. The provisions of this subdivision shall go into immediate effect as regards future construction, and all necessary changes in the present construction shall be made on or before the second Tuesday in March, 1896, and violation or refusal on the part of any person or company to make such alterations or repairs in their present or future construction, as may be demanded by the joint Committee on Streets and Electric Wires, in conformity with this subdivision, shall work immediate suspension of all permits held by the person or company guilty of such violation or refusal; and, in the case of the persistent violation of the requirements of this subdivision, and in the case of dangerous necessity, the joint Committee on Streets and Electric Wires is authorized to instruct the Chief of Police or the City Electrician to cut out light or to cut out the current in any locality concerned, and to enforce the discontinuance of all rights until the rules are complied with.

Ratified March 27th, 1900.

AN ORDINANCE to Amend Sections 656 and 657 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the city of Charleston, in City Council Assembled, that Sections 656 and 657 of the Revised Ordinances of 1895 of the city of Charleston be, and the same are hereby amended, by striking out the words "ways and means," as they appear in the fourth line of each of said Sections, and inserting in lieu thereof the words: "official bonds," so that said Sections, when amended, shall read as follows:

Section 656. All and every bond or bonds, with the respective securities required to be given by any ordinance, shall, before they are accepted or received, be referred to the committee on official bonds, who shall examine the same and report to Council: the said bonds, when approved and executed, shall be recorded in the office of the Register of Mesne Conveyance for Charleston County, and if any person elected to any office shall fail to provide and perfect the security required of him, respectively, within the time required by this ordinance, the office of such defaulting officer shall be, and the same is hereby declared to be vacant, and the City Council shall proceed to another election to fill the vacancy at such time as they may deem proper.

Section 657. The bonds hereafter to be given for the faithful performance of the duties of the city officers shall be examined by the

Mayor of the city, together with the committee on official bonds, for the time being, at such times as they may appoint; but not less than twice in each and every year. If any of the securities on either of the aforesaid officer's bonds should die or depart permanently from the State, or if the Mayor and the committee aforesaid should, at the end of their examination, or at any other time, be of opinion that either of the said securities is not worth as much, clear of debt, as the proportion of the obligation to which his name is affixed, to which security would be liable, if all the other parties to the said bond were perfectly sufficient and solvent, they, the Mayor and the committee aforesaid, shall cause the said city officer to be notified of such exception; and the said officer shall, within thirty days after the service of such notification, procure other security satisfactory to the City Council, for such as have departed the State or died, (but shall not cancel or impair the original bond) or produce satisfactory evidence to the City Council that the security objected to as insolvent is worth as much, clear of debt, as the said obligation, according to the provision aforesaid; or else the said city officer shall procure such additional and sufficient security and securities as the said City Council shall approve; and in default of compliance with either of the said requisitions within the said thirty days, the office of the said defaulting city officer shall be regarded as vacant.

Provided, That nothing in this Section contained shall be deemed, taken or construed to render the bond or bonds required to be given by this ordinance otherwise than joint and several, and the parties thereto liable thereon, jointly and severally, for the whole amount of the said bond or bonds.

Ratified March 27th, 1900.

AN ORDINANCE to Amend "An Ordinance Relating to the Construction of Subways and Underground Wires for Electrical Purposes, and for Regulating the same, Ratified July 18, 1897.

Be it Ordained by the Mayor and Aldermen of the city of Charleston in City Council Assembled, That "An Ordinance relating to the construction of subways and underground wires for electrical purposes, and for regulating the same," ratified July 18, 1897, be, and the same is hereby amended by inserting after the words, "and to the reasonable satisfaction of the Mayor," and before the words in Sections 4 and 8, "committee on streets and the City Electrician," the following words: "Committee on electric wires," so that said Sections, when amended, shall read as follows:

Section 1. That all corporations, firms or persons to whom permission may hereafter be granted for running or laying underground conduits, ducts or pipes for electrical conductors, or cables, or wires,

or who shall be required by law or ordinance to do so, shall conform to the requirements of this ordinance,

Section 2. That no street, lane, alley or road in the city of Charleston shall be broken or occupied by any corporation, firm or person for the purpose of laying down conduits, ducts or pipes, except by permission of the Mayor and Council. That during the construction or laying down of said underground conduits, ducts or pipes, conductors, cable or wires, no street, alley, lane or road shall be opened, or the paving or roadway broken into for a greater distance than one thousand feet at any one time, or opening, and that no section of one thousand feet shall be kept open for a longer period than ten days. That said opening or trench shall not be of greater width than five feet, except the manholes, and as the work progresses the paving shall be promptly and properly relaid, and the street, alley, lane or road put in good condition at the expense of the corporation, firm or person constructing the same. That for good cause shown, the Mayor, on recommendation of the City Electrician, shall have power to extend the time during which said trench may be kept open.

Section 3. That any person or persons, corporation or firm, duly authorized by ordinance to run or lay underground conduits, ducts or pipes for electrical conductors, cables or wires and desiring to place the same along or across any of the streets, alleys or public places of the city of Charleston, shall file with the Mayor an application therefor, with plans and specifications showing the location, routes, and length of the proposed underground conduits, ducts or pipes.

Section 4. The Mayor and the Committee on Streets are hereby authorized, upon the filing of the application and plans and specifications required by the preceding Section, to grant a permit for such occupancy of the streets, alleys and public places as shall be set forth in such application, plans and specifications, subject to the regulations and qualifications of this ordinance. The opening of any street, alley or public place for such purpose without a permit having been first obtained, shall subject such corporation, firm or person to a fine or penalty not exceeding \$500 for each and every offense, and the stoppage of the work until such permission is obtained. The work of constructing any underground conduits, or laying any ducts, pipes, electrical conductors, cables or wires, shall be under the supervision and to the reasonable satisfaction of the Mayor, committee on electric wires, committee on streets, and the City Electrician, who shall have at all times free and unobstructed access to the conduits, ducts or pipes, electrical conductors or cables, for the purpose of making connection therewith for such wires or conductors, in use or to be hereafter used by the city; in which case, however, reasonable notice of such proposed connection shall be given to the corporation, firm or person owning or operating such conduits, ducts or pipes.

Section 5. That all corporations, firms or persons occupying any streets, lanes, alleys or road with underground conduits, ducts, pipes, cables, electrical conductors or wires, shall be liable for all damages for gas and water mains and sewer connections with sewers and for all damages which may come to the city of Charleston, directly and approximately, or for which it may be in any manner whatsoever responsible, caused by the opening of trenches or the condition of streets, alleys, lanes or roads resulting from the construction of conduits or the laying of ducts, pipes, electrical conductors, cables or wires, or making connection, and good and sufficient bond shall be given, subject to the approval of the Mayor, in the sum of \$5,000, as the security for the same.

Section 6. Any corporation, firm or person constructing conduits or laying ducts or pipes under this ordinance, shall furnish to the city, on demand, one duct for municipal fire and police purposes. Provided, however, that no electric light or power wire shall be placed or used by the city, or by any other person in any duct or conduit constructed or used by any telephone or telegraph company. It is also declared that the privilege and benefit extended to the city in this respect shall be an equivalent for and in lieu of the taxes and rentals which might otherwise be assessed by the city against such conduits, ducts, pipes, electrical conductors, cables or wires so constructed or laid, but not for proper taxes on other property legally taxable.

Section 7. That all corporations, firms or persons having telegraph, telephone or electric light wires, electrical conductors or cables placed underground, shall, whenever thereto required by the Mayor of the city of Charleston, file their report within thirty days thereafter, under oath, with the Mayor, showing the actual number of wires and their location, and the miles of wire and electrical conductors underground, owned or leased or controlled by them in the city of Charleston.

Section 8. That for the purpose of reaching the offices of the companies herein named, and the premises of the users of the service furnished by any corporation, firm or person operating under this ordinance, the necessary poles for distributing wires from the subways may be erected in any and all of the streets (excepting in King Street between Calhoun and Broad Streets) under the direction and supervision of the Mayor, the committee on electric wires, the committee on streets, and the City Electrician.

Section 9. That upon the passage of any ordinance granting any company, corporation, firm or individual privileges under this ordinance, or under any ordinance now in force relating to or regulating or requiring underground wires, electrical conductors, conduits, pipes or tubes, the said company, corporation, firm or individual shall, before exercising any privileges or requirements thereunder, give a bond, to be prepared and approved by the Corporation Counsel and

the Mayor, and to be entered of record in the sum of five thousand dollars, conditioned that they will properly relay and pave all openings made by them; such bond to be cancelled when such openings shall have been properly relaid and paved, and accepted as such by the Superintendent of Streets. No permit shall be issued as aforesaid until this condition is complied with.

Ratified March 27th, 1900.

AN ORDINANCE Making it a Misdemeanor to Accompany Brass Bands, Parades, Processions, etc.

Be it Ordained by the Mayor and Aldermen of the City of Charleston in City Council Assembled, That after the passage and ratification of this ordinance, any person or persons who shall accompany any band of music, parade, procession of any kind, or any street show, form of advertisement, or sight or amusement, through the public streets of the city of Charleston, such person or persons not being part of or directly connected with the same, shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine of not more than ten, nor less than one dollar, or imprisonment for not more than ten, nor less than one day.

All ordinances or parts of ordinances inconsistent with this ordinance be, and the same are hereby repealed.

Ratified April 10th, 1900.

AN ORDINANCE to Amend Section 630 of the Revised Ordinances of 1895.

Be it Ordained by the Mayor and Aldermen of the City of Charleston, in City Council Assembled, That Section 630 of the Revised Ordinances of 1895 of the city of Charleston be, and the same is hereby amended, by striking out the words "which said fine shall be recovered and paid, one-half to the informer," and inserting in lieu thereof the following words: "one-half of which said fine, if the same be paid, shall be paid to the informer," and by striking out the words "thirty days," and inserting in lieu thereof the words "ninety days," so that said Section, when amended, shall read as follows:

Section 630. If any person or persons shall publicly or privately erect, set up or expose, to be played, drawn, or thrown at, or shall cause to be erected, set up or exposed to be played, drawn or thrown at, any lottery, or anything whatsoever in the nature of a lottery or game of chance for money, or any stakes whatsoever, either by dice, cards, lots, balls, numbers, figures or tickets, or who shall make, write, print or publish, or who shall cause to be made, written, printed or

published any scheme or proposal for any of the purposes aforesaid, or whoever shall sell, or offer for sale any tickets, whether written, printed or otherwise, or plan by which a game of chance may be engaged in for money, or any goods whatsoever, shall, upon conviction of any portion of this Section, be subject to a fine of not less than fifty dollars, nor more than ninety-nine dollars, or to imprisonment not exceeding ninety days for each and every offense; one-half of which said fine, if the same be paid, shall be paid to the informer, and the remainder into the City Treasury for the use of the city. That all lottery wheels, wheels of fortune, and all things whatsoever used or employed in the conduct of any such lottery or games of chance are hereby declared forfeited, and shall be publicly broken to pieces and destroyed.

Ratified May 8th, 1900.

AN ORDINANCE to Amend Section 699 of the Revised Ordinances of the City of Charleston.

Be it Ordained by the Mayor and Aldermen of the City of Charleston in City Council Assembled, That Section 699 of the Revised Ordinances of 1895 of the city of Charleston be, and the same is hereby amended, by striking out the word "thirty" on the last line of said Section, and inserting in lieu thereof the word "ninety," so that said Section, when amended, shall read as follows:

Section 699. Whenever in any Section of these General Ordinances the only penalty is a fine not exceeding one hundred dollars, it shall and may be lawful for the Court of Justice trying the case to impose, as the alternative of such fine, imprisonment in jail for a period not exceeding ninety days.

Ratified May 8th, 1900.

AN ORDINANCE to Increase the Jurisdiction of the Recorder of the City of Charleston.

Whereas, by Act of the General Assembly, the jurisdiction of the Recorder of the city of Charleston, or any Magistrate holding the Police Court of the city of Charleston, has been increased to the jurisdiction to hear and determine all cases of a criminal nature occurring within the limits of the city of Charleston which are not within the exclusive jurisdiction of the Court of General Sessions, that is to say, any such officer holding the said Police Court shall have jurisdiction of all offenses committed within the limits of the city of Charleston on arrest by the police or municipal authorities which may be subject to the penalties of fine or forfeiture, not exceeding one hundred (\$100) dollars, or imprisonment not exceeding ninety days, and may impose any sentence within those terms, singly or in the alternative.

Section 1. Be it Ordained by the Mayor and Aldermen of the City of Charleston in City Council Assembled, That Whenever in the Sections of any of the General Ordinances of the city of Charleston ratified prior to the day of the date of the ratification of this Ordinance, the penalty is a fine or imprisonment not exceeding thirty days, the word "thirty" shall be struck out, and the word "ninety" inserted in lieu thereof, so that it may be lawful for the Court trying the case to impose as the alternative of such fine, imprisonment in jail, with or without hard labor on the streets or public works of the city for a period not exceeding ninety days.

Section 2. All Ordinances, or parts of Ordinances, the provisions of which are inconsistent with or repugnant to this Ordinance, are hereby repealed.

Ratified May 8th, 1900

AN ORDINANCE to Repeal an Ordinance "To Increase the Jurisdiction of the Recorder of the City of Charleston," Ratified April 24, 1900, and an Ordinance "To Amend Section 699 of the Revised Ordinances of the City of Charleston," Ratified April 24, 1900.

Be it Ordained by the Mayor and Aldermen of the City of Charleston, in City Council Assembled, That an Ordinance "To increase the jurisdiction of the Recorder of the City of Charleston," ratified April 24, 1900, and an Ordinance "To Amend Section 699 of the Revised Ordinances of the City of Charleston," ratified April 24, 1900, be, and the same are hereby repealed.

Ratified July 10, 1900.

AN ORDINANCE to Regulate the Building of Cisterns, Tanks, and such Other Water Receptacles.

Be it Ordained by the Mayor and Aldermen of the City Council of Charleston, in City Council Assembled, That on and after the passage and ratification of this ordinance, no person or persons, firm or corporation, shall erect, build or construct, or have erected, built or constructed, any cistern, tank, barrel, or other receptacle for the purpose of catching, receiving or holding rain water below the surface of the earth, but shall be so constructed and placed that, when filled partly or entirely with water, such water shall be above the surrounding ground..

Any person or persons, or any member or members of any firm, or any officer or officers of any corporation, who shall be found guilty of violating this Ordinance, shall be fined one hundred dollars, or suffer imprisonment for thirty days.

Ratified September 11, 1900.

**AN ORDINANCE to Amend Section 614 of the General Ordinances,
Relating to Steam Engines, Etc.**

Be it Ordained by the Mayor and Aldermen of the City Council of Charleston, in City Council Assembled, That Section 614 of the Revised Ordinances of 1895 be stricken out, and the following Section inserted in lieu and stead thereof:

Section 614. The City Council shall appoint a committee from their own body to examine at any and all times into the situation and condition of any steam engine, oil, gas or electric engine or machinery, with its appurtenances, erected under the authority of this subdivision, or otherwise; and also the building or buildings in which the same may be established; and if such committee, after investigation, shall think such steam engine, oil, gas or electric engine, or machinery, with its appurtenances or buildings, dangerous to the health and comfort of the neighborhood, or from liability to accident from fire or explosion arising from defects in the construction thereof, or otherwise, they shall report thereon to the City Council, who are hereby empowered and required to order the same, or any part thereof, to be pulled down, altered or removed, in such manner and within such reasonable time as Council may deem expedient. And in case the owner of such steam engine, oil, gas or electric engine, or machinery, with its appurtenances, shall refuse or neglect to pull down, alter or remove the same, or such part thereof, in the manner and within the time specified in such notice, City Council shall cause their order thereon to be carried into effect at the expense of such owner, to be recovered in any Court of competent jurisdiction; and such owner shall further forfeit and pay a sum not exceeding one thousand (\$1,000) dollars for every such refusal or neglect; and likewise the sum of fifty (\$50.00) dollars for each day such steam engine, oil, gas or electric engine, or machinery, shall be employed, impelled by steam, or otherwise, or worked, after the expiration of such notice before such alteration, correction or removal shall be affected.

Ratified October 28, 1900.

ACTS OF THE GENERAL ASSEMBLY, 1900,**RELATIVE TO THE CITY OF CHARLESTON.**

No. 191.

AN ACT to Amend an Act Entitled, "An Act to Declare and Establish the Jurisdiction of the Recorder of the City of Charleston, or any Magistrate Holding the Police Court of the City of Charleston," Approved the 11th day of February, 1897.

Section 1. Be it Enacted by the General Assembly of the State of South Carolina, That an Act entitled, "An Act to declare and establish the jurisdiction of the Recorder of the city of Charleston, or any Magistrate holding the Police Court of the city of Charleston," be amended, by striking out the words "within the jurisdiction of Magistrates," on the eighth line, and the word "thirty," on the fourteenth line of the first Section of said Act, and inserting in lieu thereof the words, "not within the exclusive jurisdiction of the Court of General Sessions," on the eighth line, and the word "ninety," on the fourteenth line, so that the said Section, when so amended, shall read as follows:

Be it Enacted by the General Assembly of the State of South Carolina, that the Recorder of the city of Charleston, and any Magistrate holding the Police Court of the city of Charleston, in the case of absence, sickness or other disability of such Recorder, be invested with jurisdiction to hear and determine all cases of a criminal nature occurring within the limits of the city of Charleston, which are not within the exclusive jurisdiction of the Court of General Sessions; that is to say, any such officer holding the Police Court shall have jurisdiction of all offences committed within the limits of the city of Charleston, on arrest by the police or municipal authorities, which may be subject to the penalties of fine or forfeiture not exceeding one hundred dollars, or imprisonment, with or without hard labor, not exceeding ninety days, and may impose any sentence within these limits, singly or in the alternative.

Approved the 9th day of February, A. D. 1900.

No. 218.

AN ACT to Require Railroad Corporations, where Two or More Lines Enter or Pass Through the Corporate Limits of any City or Town in this State, to Build Connecting Tracks for the Interchange and Delivery of Cars and Freight.

Section 1. Be it Enacted by the General Assembly of the State of South Carolina, that wherever the lines of railroad or two or more

corporations may now, or hereafter, enter or pass through the corporate limits of any city or town in said State, the corporations owning the same are hereby required to build such connecting tracks as may be necessary to affect an actual connection of such lines for the purpose of interchanging and delivering cars and freight in car load lots; the entire reasonable cost of construction and maintenance of such connecting track to be borne by said railroad corporations, whose tracks are so connected, in such ratable portions as shall be determined and adjusted by the Railroad Commissioners of this State. Failure to comply with the provisions of this Section for six months after the passage of this Act, or for six months after the building of any new line of railroad into any such city or town, shall subject each and every such corporation so failing, to a penalty of twenty-five dollars per day, to be recovered in an action by any citizen of such city or town, one-half for his own benefit, and the other half for the benefit of the State of South Carolina. Provided, That any one of such railroad corporations may relieve itself from liability to such penalty by giving notice in writing within thirty days from the date when it shall become liable to the operations of this Act, to the other corporations so liable thereto, of its readiness to proceed with the construction of such connecting track, and if the other corporation or corporations so notified shall fail to unite in such construction within ten days after such written notice, the corporation giving such notice may proceed to the construction of such track, and may recover of each and every other line so connected, such proportion of the costs of such construction as shall be determined by the Railroad Commissioners; but the recovery thereof shall not operate to discharge such delinquent corporation or corporations from liability to the penalty above imposed up to the time of the full completion of such connecting track. Provided, however, That the Railroad Commissioners shall have, and are hereby invested with the power to suspend the operation of the requirements of this Act at such junctional points as are hereinbefore specified, when it can be shown, upon a full and fair hearing before them, that the direction and operation of such connection would be unreasonable and unnecessary.

Section 2. For the purpose of building such track, the right of way may be taken over and across the property of either or all of such railroad corporations, and by and with the consent of the Council of such city or town, such connecting track may be laid across or along any of the streets of such city or town, or the public grounds thereof. Provided, That such compensation shall be made to abutting land owners as they may be entitled to by law. In case it should be necessary for such connecting track to cross any private property other than such as above specified, then the right of condemnation is hereby given under the provisions of the General Statutes of the State upon the subject, to be exercised upon the application of either or all of such railroad corporations.

Section 3. That in building such connecting line the right is granted under the supervision of the Railroad Commissioners, to run across or along any existing track at grade, and any railroad corporation building a new line into such city or town after the construction of such connecting track, shall be required to connect its line with such track, and to pay to each and every such corporation owning such track, a part of the costs thereof, which said part of the costs shall be fixed and determined by the Railroad Commissioners.

Section 4. That it shall be the duty of all railroad corporations whose tracks shall be so connected, to transfer to any other railroad track any car or cars, upon demand of the consignee or owner of the freight in said car or cars, at such transfer charges as may be fixed by the Railroad Commission, not to exceed one dollar per car in any case; empty cars to be returned free. Failure to comply with the written demand of the consignee or owner within twenty-four hours, shall subject the railroad corporation so failing to a penalty of one dollar per hour, so long as such failure may continue, to be deducted from the freight bill of such owner or consignee, or to be recovered by an action of law, unless it be determined by the jury to be reasonably impracticable for such railroad corporation to make such transfer within said time.

Approved the 19th day of February, A D. 1900.

No. 299.

AN ACT to Amend the Act Entitled, "An Act of Creating a Harbor Commission for the Bay and Harbor of Charleston," and Approved the 20th of December, 1880, (as Amended by the Act Approved 20th of December, 1881,) so as to Change the Membership of the said Commission, and Making Provisions for the Better Collections of the Fees and Charges Provided for in said Act.

Section 1. Be it Enacted by the General Assembly of the State of South Carolina, That the Act entitled "An Act Creating a Harbor Commission for the Bay and Harbor of Charleston," and approved the 24th of December, 1880, (as amended by the Act approved 20th of December, 1881,) be, and the same is hereby amended (1) by inserting between the word "commerce" and the words "the chairman" on the third line of said Section 2 of said Act, the following words, to wit: "the President of the Charleston Cotton Exchange, the President of the Charleston Merchant's Exchange, the President of the Charleston Young Men's Business League"; (2) by striking out the word "and" on the fifth line of said Section 2, and inserting in lieu thereof the word "or"; (3) by striking out the word "ten" on the seventh line of said Section 2, and inserting in lieu thereof the word "seven"; (4) by striking out the word "County" on the eighth line of said Section 2,

and inserting in lieu thereof the word "City"; (5) by striking out the words immediately following the word "Governor" on the eighth line of said Section 2, down to and including the word "Charleston" on the tenth line of said Section 2, and inserting in lieu thereof the following: "Upon the recommendation of the Senator and Members of the House of Representatives from Charleston County, or a majority of them, at least two of whom shall be seafaring men, and at least one of such seafaring men shall be a full branch pilot of the port of Charleston." So that said Section 2 will read as follows: "That the said Commission shall consist of thirteen members, as follows: the Mayor of the city of Charleston, the President of the Charleston Chamber of Commerce, the President of the Charleston Cotton Exchange, the President of the Charleston Merchant's Exchange, the President of the Charleston Young Men's Business League, the Chairman of the Executive Committee of the State Board of Health, if he be a resident of said city, or, if he be not such resident, some member of the Executive Committee resident of said city, to be designated by said city, and seven residents of the city of Charleston, to be appointed by the Governor, upon the recommendation of the Senator and Members of the House of Representatives from Charleston County, or a majority of them, at least two of whom shall be seafaring men, and at least one of such seafaring men shall be a full branch pilot of the port of Charleston. The Mayor of the city of Charleston shall be ex-officio Chairman of the said Board, and the Board at its first annual meeting, or at the first meeting after the time fixed for such annual meeting, shall elect a Chairman pro tempore, to act in the temporary absence, death, resignation or disability of the said Chairman."

Section 2. That said Act be further amended by adding the following, to be known as Section 4:

Section 4. That the fees and port charges levied under this Act shall constitute a lien on vessels against which they are made, and the Harbor Master is hereby empowered to detain such vessels until the same be paid; and the master of any vessel attempting to depart from the port without paying such charges, shall be guilty of a misdemeanor, and on conviction shall be fined not exceeding one hundred dollars, or imprisonment not exceeding thirty (30) days.

Section 3. That any and all Acts, and parts of Acts inconsistent with or repugnant to the provisions of this Act be, and the same are hereby repealed.

Approved the 19th day of February, A. D. 1900.

No. 250.

AN ACT to Further Protect Water Works, Sewers and Drains of Cities and Towns.

Section 1. Be it Enacted by the General Assembly of the State of South Carolina, That on and after the approval of this Act, no person shall turn, remove, raise, or in any manner tamper with any cover of any man-hole, filter, bed or other appurtenance of any public sewer, without a written permit from the proper authorities of such works; and no person except those engaged by the proper authorities shall enter any public sewer without a special written permit.

Section 2. And no person shall, either within or without any city or town, obstruct, damage or injure any pipe, ditch, drain, filter, beds or appurtenances of any water works, sewerage or drainage of any such city or town.

Section 3. Every person violating the provisions of this Act shall, upon conviction, be deemed guilty of a misdemeanor, and be subject to a fine not to exceed one hundred dollars, or imprisonment for thirty days.

Approved the 17th day of February, A. D. 1900.

No. 259.**AN ACT Making it Unlawful for any Municipal Officer to take a Contract for Work for the Municipal Corporation of which he is an Officer, and to Provide a Penalty for Violations of this Act.**

Section 1. Be it Enacted by the General Assembly of the State of South Carolina, That from and after the passage of this Act, no municipal officer shall take a contract to perform work or furnish material for the municipal corporation of which he is an officer, and no such officer shall receive any compensation on any contract for said purpose. Provided, that in cities of over thirty thousand inhabitants such contracts may be allowed by the unanimous vote of City Council upon each specific contract; such vote to be taken by yeas and nays, and entered upon Council's Journal.

Section 2. That any person violating the provisions of this Act shall be guilty of a misdemeanor, and, upon conviction thereof, shall be punished by fine or imprisonment, in the discretion of the Court before whom such conviction is had.

Approved the 17th day of February, A. D. 1900.

No. 340.

**A JOINT RESOLUTION Proposing to Amend Section 7, Article VIII,
of the Constitution, Relating to Municipal Bonded Indebtedness.**

Section 1. Be it Enacted by the General Assembly of the State of South Carolina, That the following Amendment to Section 7, of Article VIII of the Constitution, be agreed to. Add at the end thereof the following words: Provided, That the limitation imposed by this Section, and by Section 5, Article IV. of this Constitution, shall not apply to bonded indebtedness incurred by the cities of Columbia, Rock Hill, Charleston and Florence, where the proceeds of said bonds are applied solely for the purchase, establishment, maintenance or increase of water works plant or sewerage system; and by the city of Georgetown, when the proceeds of said bonds are applied solely for the purchase, establishment, maintenance or increase of water works plant, sewerage system, gas and electric light plants, where the entire revenue arising from the operation of such plants or systems shall be devoted solely and exclusively to the maintenance and operation of the same, and where the question of incurring such indebtedness is submitted to the freeholders and qualified voters of such municipality, as provided in the Constitution, upon the question of other bonded indebtedness.

Approved the 19th day of February, A. D. 1900.

APPENDIX.

The Historical Status of the Negro in Connecticut.

A PAPER READ BEFORE THE
NEW HAVEN COLONY HISTORICAL SOCIETY, BY

WILLIAM C. FOWLER, LL.D.

Copied from the Historical Magazine, and Notes and Queries, Concerning the Antiquities, History and Biography of America, Volumes XXIII-XXIV, 1874-1875, Edited by HENRY B. DAWSON, New York.

Negroes were first introduced into Connecticut, as slaves. Slavery existed in Connecticut, two centuries or more.

The slaves were not, in all cases, negroes.

"On May 3d, 1638, William Holmes, by authority of a power of attorney, executed on the 20th of October previous, by the Company of New Plymouth, sold to Mathew Allyn, of Hartford, all the lands, houses, *servants*, goods and chattels of the Town of Windsor." *

In the year 1644, "one Hagar" is mentioned, as having died. She was, probably, a negro or Indian slave

Whether these "servants," mentioned as being "sold," were negroes, or Indians, or whites, it is impossible to say. *Negro* slaves had been introduced as early as 1620, eighteen years before, into one of the Colonies; *Indian* slaves were owned in Massachusetts, at or near this time; *white* slaves were owned in England, in the reign of Queen Elizabeth, who died in 1603, and also in the reign of James I, who died in 1625. This is stated on the authority of Lord Camp-

* Stile's *Ancient Windsor*, 48.

bell. *Indian* slaves were held in Massachusetts as early as 1638. *Negro* slavery existed in the Colony of New Haven as early as 1644, or earlier.

Slavery in Connecticut was the equivalent of the slavery which had existed in England for centuries, and with which the emigrants were familiar. It was the equivalent of the slavery which existed among the tribes of Israel, with which the Bible had made them familiar. It was the equivalent of the slavery which existed in the classic lands of Greece and Rome, with which their educated men were familiar. *Negro* slaves were owned by Theophilus Eaton, the first Governor of New Haven Colony; by John Evance, a prominent man in the same Colony; by Hon. John Talcott; by Edward Hopkins, second Governor of Connecticut; and by Joseph Talcott and Samuel Huntington, both Governors, after the Colonies were united.

"In the Articles of Confederation of the four Colonies of 'New England, in 1643, provision is made for an equitable 'distribution, to the Confederates, of '*persons*,' as well as 'lands and goods, taken as the spoils of war.'"

"The same Articles contain a provision from which, probably, that Article of the Federal Constitution was borrowed, 'for the recapturing and rendition of servants escaping into 'other jurisdictions. In the Narragansett War of 1675-6, 'Massachusetts credits her general account of the war with " ' 188 prisoners of war, sold for £397,13.' "

"In Connecticut, the hostile Indians, who had surrendered 'before the termination of the war, were disposed of, for 'the benefit of the Colony in service in English families."

"In November, 1639, Gysbert Opdyck, Commissary at 'the Dutch Fort, Hartford, by accident or otherwise, killed 'a negro boy, Louis Berbice, from Dutch Guiana, belonging to him."

In the language of Mr. Trumbull, "This is the first black 'servant, or slave, of whom I can find trace in Connecticut."

"One of the principal grounds of complaint urged, in

"1645, against the Dutch in Hartford, was their refusal to
"surrender an Indian woman who had escaped from her
"master, and was detained at the Fort of Good Hope. The
"Commissioners of the Colonies protested against this out-
"rage, for such a servant is a part of her master's estate,
"and a more considerable part than a beast,' and thought
"that their '*children* would not long be secure, if this was
"suffered.' "

As early at least as 1653, John Pantry, of Hartford, held slaves, as appears by the inventory of his estate. Joseph Clarke, of Saybrook, by his will, "gave £15 to his father to "buy him a servant."

"In May, 1660, Col. George Fenwick; in 1662, John "Latimer; in 1686, Richard Lord; in 1688, Hon. John "Talcott, as appears by their inventories of those dates, were "the owners of slaves."

"In April, 1717, a Town Meeting, in New London, voted "to 'utterly oppose and protect against Robert Jacklin, a "negro man's buying any land in the town, or being an "inhabitant;' and instructed their Representatives to move "the General Assembly to take some prudent care that *no* "person of that color may ever have any possessions or free- "hold estate within the Government."

"In May, 1717, the Lower House passed a Bill prohibit- "ing negroes purchasing land, without liberty from the town, "and also from living in families of their own, without such "liberty." *

Negro slaves were owned by Rev. John Davenport, of New Haven; by Rev. Timothy Woodbridge, of Hartford; by Rev. Joseph Eliot, of Guilford; by Rev. Jared Eliot, of Killingworth, now Clinton. by Rev. Nathaniel Chauncey, of Durham; by Rev. Noadiah Russell, of Middletown; by Rev. William Worthington, of Saybrook; and by many other clergymen. Negro slaves were also owned by clergy-

* J. Hammond Trumbull.

men who originated in Connecticut, but were settled elsewhere. By Rev. John Russell and Rev. Isaac Chauncey, of Hadley; by Rev. Jonathan Edwards, of Northampton; and by Rev. Ezra Stiles, of Newport. These men were the exponents of the slave-owners in Connecticut. In their wills or the inventories of their estates, slaves were regarded as chattels, to be bequeathed or distributed.

While the leading men, the Clergy and the Deacons, thus held slaves and employed them, in the family and in the field, they were distinguished for their Puritan piety and their high appreciation of civil and religious liberty. They practised family slavery; but they abhorred political slavery, religious slavery, and military slavery. They believed in the distinctions of superiors, equals and inferiors. They spoke of these distinctions in their prayers, and acted in accordance with them, in public and private life.

The emigrants from England were accustomed to distinctions in society there. The Clergy, after their settlement in the two Colonies, practically united, in themselves, a large part of the authority and influence enjoyed by the Clergy of the Church of England. They were addressed by the title of "Reverend," or "Reverend Sir," or "Mr." The Governor and assistants, and the Justices of the Peace, and others in authority, were treated with great respect, and addressed by the title of "Worshipful," or "Your Worship," or "Esquire." Equals were addressed by the title "Mr.," "Neighbor," "Brother." Inferiors were addressed by the title "Good man," or without a title.

When they and their descendants, for several generations, took their seats in the House of God, they were reminded of these distinctions, inasmuch as these distinctions furnished the rule for seating the house. When they listened to the prayers, or it maybe to the sermon, they heard the same distinctions referred to. As they read the New Testament they saw, distinctly, the relation of superior and inferior between God and man, in which obedience was required by

the one, and yielded by the other. They saw the relation of superior and inferior between ruler and subject, in which obedience was required by the one, and yielded by the other. They saw the relation of superior and inferior between husband and wife, in which obedience is required by the one, and yielded by the other. They saw the relation of superior and inferior between parent and child, in which obedience is required by the one, and yielded by the other. They saw the relation of superior and inferior between master and slave, in which obedience is required by the one, and yielded by the other. Moreover, they read in the Hebrew Law, "Both thy bondmen and thy handmaide, which thou shalt have, shall be of the heathen which are round about you; of them shall you buy bondmen and handmaids."

It is true that they believed that Eve was the mother of all living; just as they or others believed that "the sun riseth, and the sun goeth down, and hasteth to the place whence he arose;" just as they or others believed that, in six natural days, God created the world. But this belief of their's, in regard to the oneness of the races, created no embarrassment in their minds, in regard to slavery; for as they looked upon the form, features and color of the negro, they saw a standing miracle in attestation of the curse pronounced upon Canaan and his descendants—"a servant of servants shall he be unto his brethren."

While the Puritans of Connecticut thus looked into the Bible for the rules of duty and the doctrines of religion, they could not help seeing that the chosen people of God, distinguished, among contemporary nations for their high civilization, held slaves under the sanctions of the great Lawgiver. So that every time they repeated the Decalogue, whether as children in the family, or at school, they saw what, to them, was full proof that their neighbor's "man servant and maid-servant" were his property, which they had no right to covet. Moreover, they felt bound to send back to their masters fugitive slaves; just as the Angel sent

back the fugitive slave, Hagar, to her mistress, Sarah; just as the Apostle Paul sent back the fugitive slave, Onesimus, to his master, Philemon.

Moreover, if they studied history, they found that the highest specimens of the human race, in mental and moral worth, had been exhibited in slave-holding countries, like Greece and Rome.

Slavery, too, had existed in England, in form and in fact, for many generations; and still existed, in fact, when the first immigrants came to this country. It existed in the other Colonies east, north and west of Connecticut; and after Locke became a standard author in New England, his readers found, in his *Fundamental Constitutions of Carolina*, this provision, "Every freeman shall have Absolute power and "authority over his Negro Slave."

The views of thinking people of Connecticut on the subject of slavery in former times, can be more fully understood from the following argument. It would exceed my limits to give the whole history of the case.

GOVERNOR SALTONSTAL'S ARGUMENT, IN FAVOR OF SLAVERY.

*Capt. Thomas Richards's Case, laid before the Honb'l
Gen'll Assembly in New Haven, Oct. 12th, 1704.*

"The Complaint is that several applications which he has
"made to severall officers in the Government, and to the
"former Gen'll Assembly, in May, 1703, for the regaining of
"Abda, a slave of his, the said Richards; an supposed to be
"a Molatto; have been ineffectuall; and he thereupon prays
"an Order of this Court, for the said Abda being returned
"to him. And sheweth, That the said Abda was, and ought
"still, to be held, in actuall possession by the Complainant,
"for life, for

"1. He was born of a negro woman, called Hannah, who
"was a servant, for life, to the Complainant's father: James

“Richards, Esq., which appears by the testimony of 2
“women, who were at the said negro woman’s travaile,
“which are herewith presented.

“2. He was held as a servant, for life, by the said Jas.
“Richards, and, at the decease of the said Richards, was
“inventoried and appraised, as chattells, belonging to his estate:
“which appears by a copie of an article in said Inventory
“herewith presented. In which article were included sev-
“erall other slaves; one of which was bought by Capt.
“Wadsworth, of Hartford, and held as such, during her life;
“and another is still held as a slave, by the Complainant.

“3. It also appears that the said Abda was, since the
“decease of the said James Richards, and after the aforesaid
“apprisement of said Abda, as chattels belonging to the said
“estate of said James Richards, viz: in the Year of Grace,
“1702, in the said Complainant’s actual possession, as a
“slave, by the said Abda’s confession; attested by severall
“officers in this Government; as appears by the copies of
“severall Writts, herewith presented, which declare that the
“said Abda complains to them, that the Complainant held
“him in servitude unjustly, for a year’s space, last past.

“Which Writts bare date and are signed as followeth :

“The first is dated, ‘March the 2d, 1703,’ signed by
“‘(ELEAZER KIMBERLY, Justice of Peace.
“‘(WILLIAM PITKIN, Assistant.’”

“The second is dated ‘March the 9th,’ 1703, signed,
“‘WILLIAM PITKIN, Assistant’

“The third is dated ‘March the 29th, 1703,’ signed by
“JOHN HAYNES, Ju. Pa.’

“And that the Complainant did hold the said Abda in
“such servitude, is not only evident, as aforesaid; by said
“Abda’s confession; but also by the acknowledgment of Mr.
“Edwards, allowed by this Court to appear as an Attorney
“for the said Abda; the said Edwards having often declared,
“in this Court, that the Complainant did hold the said Abda
“in cruell servitude and was very severe to him.

“The matter of fact being thus cleared and agreed, your
 “Complainant conceives that he ought to have the said Abda
 “returned to him; in the state wherein he formerly held him.

“For the reasons following :

“1. According to the laws and constant practice of this
 “Colony, and all other Plantations, (as well as the Civil
 “Law :) such persons as are born of Negro bond women are
 “themselves in like condition, that is born in servitude : Nor
 “can there be any precedent in this Government or any of
 “her Majesties Plantations produced to the contrary : And
 “the laws of this Colony doth not say that such persons as are
 “born of negro women and supposed to be molattos shall be
 “slaves, (which was needless because of the constant practice,
 “by which they are held as such,) Yet it saith, expressly,
 “that no man shall put away or make free his Negro or
 “Molatto slave, &c, which undeniably shews and declares an
 “approbation of such servitude : and that molattos may be
 “held as slaves within this Government.

“2. Whereas the first law of this Colony forbids the
 “taking away of any man’s estate from him; without some
 “express law of this Colony, or (in want thereof) the word
 “of God *page 1st*. It has been alleged (to justifie the said
 “Abda’s freedom) that such servitude, for life, is contrary to
 “the word of God : Against which, the Complainant offer
 “to this Honourable Court; that his holding the said Abda,
 “as a servant for life, is not contrary to the word of God: for

“1. It was established, by the Judicial Law, that the
 “Jews might hold, as servants for life, the children of those
 “that were of a strange nation, although born among them :
 “See *Levit. 25th, 45th and 46th*.

“Again : The Jews were obliged by the 4th Command-
 “ment, that their bond men, and bond women, should san-
 “tifie the Sabbath day; and that Commandment was given
 “to be a rule to them, as much with relation to their bond
 “men and women, as any other servants : So that the morall
 “law, doth allow of such servants, as well as of any others.

“Nor can it be thought that if slavery were, in itself, contrary to the morall law, it could be established in the judiciall.

“Nor, doth Christianity, as is pretended, make a bondman to become free : for it is very evident, that, when the heathen were first converted to the faith of the Gospel, that conversion did not make any change at all in the state of the person, considered in relation to bondage or liberty : but if the person so converted, was a bondservant, before that conversion, he remained so, notwithstanding that conversion. See *1st Cor. 7: 21st*. The word there rendered, ‘servant;’ is the same with that which signifies a bondservant, or servant for life, as it is used. *Gal: 3, 28*, and *Coll: 3d, 11th*. In both which places it is declared that, in relation to Christianity, it matters not whether a man be bond or free.

“On the contrary side it is pleaded :

“1. That Abda has English blood in him, and therefore is born free.

“Answer. To which the Complainant answers : That no such thing can be made to appear. Because the said Abda is a bastard, begotten and born out of marriage, as is proved by the forecited testimonies, and is also confessed. And where there is no marriage; there the law saith there is no father. Paternity being a relation which can have no being, in the sense of the law, but where there is a lawfull coupling of two by marriage.

“And, whereas it is pleaded that one Jennings, an English man, was the said Abda’s naturall father; the Complainant replies, that that is a point incapable of demonstration.

“It is said that Hannah, mother of Abda, did accuse said Jennings of lying with her; and so she did others, and some Indians; so that her accusations, if that could possibly prove anything, cannot prove that his blood is more English than Indian.

“But it is said that our law is, that, whomsoever the
 “mother of a bastard child accuseth of being the father of
 “it, shall be reputed, therefore Jennings is his father. To
 “which the Complainant answers :

“1. That the law necessarily supposeth the mother of
 “such bastard child to be a Christian, because she must be
 “able to confirm upon oath, in Court, the accusation she
 “makes in the time of her travail; which the aforesaid Han-
 “nah, mother of Abda, could not do, because she was an
 “infidell, at the time and since, and therefore her bare accu-
 “sation could not make Jennings to be so much as the reputed
 “father.

“2. If Jennings were his reputed father; the true mean-
 “ing of that is, that he shall be reckoned to be his father, so
 “as to be fined for his fornication, and to his maintenance
 “in his infancy; and he cannot by being thus reputed Abda’s
 “father, merely in order to punishment, convey any benefit
 “to him.

“*Objection 2.* The Jury have judged Abda to be a freeman.

“*Answer:* There is no such judgment of any such Court,
 “or verdict of any Jury produced; said Abda, never took
 “out any Writt *de libertate probanda*; and consequently, no
 “such judgment can be made or verdict given by any Jury.
 “And yet if any Jury had so judged him; the Complainant
 “hopes this Honourable Court will see by what is herein
 “offered, they could have no just ground for any such judg-
 “ment.

“*Objection 3.* He is a Christian and therefore ought to be
 “free.

“*Answer 1.* It appears not that he is a Christian.

“2. Christianity does not dissolve his bonds of servitude,
 “as has been shewn above.

“3. If he ought upon the account of Christianity, or
 “for any other reason, to be free, yet he ought to come at
 “that freedom by suit; for said Abda being held by the
 “Complainant, in servitude (as is confessed,) the law, Title,

“*Indian and Negro servants*, page 85, provides that upon his
“deserting the Complainant’s service, he shall be taken up
“and returned to the Complainant, and must be at least
“reputed the Complainant’s servant, till he sues for and
“recovers his liberty.

“G. SALTONSTALL,

“WILL WHITING.

“N. HAVEN, October the 12th, 1704.”

The result of the trial was, that the damages were awarded to Abda against his master; £12 thus virtually establishing his freedom. The plea for his freedom rested on the fact that his father was a white man—“that Abda had English “blood in him, and, therefore, was born free.” This consideration seems to have had an influence, as well upon the General Court, as upon the community.

There appears to have been little or no objection to enslaving negroes, though this case shows that there was some opposition to enslaving mulattoes. Still negroes and mulattoes continued to be enslaved.

The following is the Deed of Conveyance of two negroes, once owned by Rev. Jonathan Edwards, the great Divine :

“KNOW ALL MEN BY THESE PRESENTS, that
“we, Timothy Dwight, Jr., of Northampton, and Timothy
“Edwards, of Stockbridge, both of the County of Hampshire,
“and the Province of Massachusetts Bay, in New England,
“Executors of the last Will and Testament of Sarah Edwards,
“late of Stockbridge, in the County aforesaid, deceased, who
“was Executrix of the Will and Testament of Rev. Jonathan Edwards, late of Stockbridge aforesaid, deceased, for
“and in consideration of the sum of twenty-three pounds,
“lawful money, to us in hand paid by John Owen, of Simsbury, in the County of Hartford, and Colony of Connecticut, in New England, the receipt whereof we hereby
“acknowledge, have sold, conveyed, and in open market
“delivered, two negro slaves, viz : the one a negro man

“named Joseph, the other a negro woman named Sue, and
 “is wife to the said Jo, which slaves were lately the proper
 “goods of said Jonathan Edwards, deceased, and were, by
 “him, bought of one Hezekiah Griswold, of Windsor; and
 “we, the said Timothy Dwight, Jr., and Timothy Edwards,
 “do covenant to and with the said John Owen, his heirs and
 “assigns, that we have good right, in ourselves, to sell and
 “convey the said negroes, Jo and Sue, to him, as above, and
 “that he shall and may hold them, as his own proper goods,
 “from and after the date hereof.

“In witness whereof we have hereunto set our hands and
 “seals, this fourth day of August, in the 33d year of his
 Majesty’s reign, Anno Dom. 1759.

“T. DWIGHT, JR. (L. S.)

“TIMO. EDWARDS. (L. S.)

“Signed, Sealed and delivered
 “in the presence of us.
 “EBENEZER HUNT.
 “SETH POMEROY.”

The largest slave holder in Connecticut was Godfrey Malbone, who had been educated in Oxford, England. He owned fifty or sixty slaves on his large estate, in Brooklyn, some of whose descendants are living still, in the eastern part of the State.

II.—THE SLAVE TRADE.

When I was young the slave trade was still carried on by Connecticut ship masters and merchant adventurers, for the supply of Southern ports. This trade was carried on by the consent of the Southern States, under the provisions of the Federal Constitution, until 1808, and after that time, clandestinely. There was a good deal of conversation on the subject in private circles.

I had read some of the Della Cruscan poetry, which con-

tained sentimental descriptions of the African slave trade. Some of this poetry I repeated to an intelligent Christian man, born in 1727. I remember what he said in reply.

“It was a great favor to the bondmen, among the children
“of Israel, to be taken from the ignorant and sinful nations,
“and admitted to some of the privileges of the chosen people
“of God, in the land of Israel; where they could become
“good men, and go to heaven when they died. It is a great
“privilege for the poor negroes to be taken from the ignorant and wicked people of Guinea, and placed in a Christian
“land, where they can become good Christians, and go to
“heaven when they die.”

Views like these I often heard expressed in conversation. They are something like the argument addressed by John Hawkins, the first Englishman who engaged in the traffic, to Queen Elizabeth, who had reprimanded him for it.

He declared that “he considered it an act of humanity to
“transport men from a state of heathenism to the enjoyment
“of the Christian religion.”

I do not know that she was convinced by his argument; but at any rate, she afterwards conferred on him the honor of knighthood; and he, as if perfectly sincere, took for the crest of his coat of arms, a naked demi-moor.

Their plan was, instead of sending missionaries to Africa, to die of disease, or to be killed and eaten by the cannibals there, to bring the negroes here and convert them.

The celebrated George Whitefield, who preached powerfully in Connecticut, recommended the employment of negro slaves in Georgia; which he advocated on the ground of the great difficulty of procuring servants. And how could they be employed there, unless they were carried there by slave traders? His friend and patron, President Jonathan Edwards, wrote a vindication of the slave trade. This I state on the authority of Professor Moses Stuart.

President Ezra Stiles, when a clergyman in Newport, “sent a barrel of rum by a slave ship to the coast of Africa,

“to be exchanged for a negro; and one was procured and brought home to him.”

All this was in accordance with the views which prevailed, and the course pursued by the authorities in Connecticut and Massachusetts, in their reducing to slavery the Indians taken captive in 1637.

“The Pequot women and children, who had been captivated, were divided among the troops. Some were carried to Connecticut, and others to Massachusetts. The ‘people’ of Massachusetts (*that is, the Colony, by legislative action,*) sent a number of the women and boys to the West Indies, and sold them for slaves.” *

If slaves could thus be exported, why could they not be imported ?

For a considerable time ship masters in the several ports of Connecticut were engaged, more or less, in the slave trade with the West Indies and the coast of Africa.

I take the following statement from a newspaper article, prepared by Hon. Edwin Stearns, of Middletown, who was very careful in the collection of facts :

“Upon a cursory examination of an old map of the *Village of Middletown*, about the date of the Revolution, it is estimated that there were nearly one hundred families in what now comprises the city limits. The names of all the Householders are given, with their occupations, as well as their localities. Among these, are noted twenty-two persons denominated ‘Sea-Captains.’ There are, also, three persons denominated ‘Sea-captains engaged in the slave-trade.’ There are, also, three notables living in the village, designated ‘Slave-dealers.’ These were, D. Walker, Captain Gleason, Captain Easton, or Eason. We have heard people in Middletown say that.

“A large and profitable trade, in *live-stock*, was carried on, between Middletown and the West Indies; the outward-

* Trumbull's *History of Connecticut*, i., 92
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“bound cargo would consist of horses, on deck, with hoops, staves, and cornmeal, in the hold; and a full load of Guinea negroes, in return. Captain Easton, who was one of the most successful of these Yankee ship-masters and slave-dealers, would take droves of negroes to New Hampshire and Vermont, when the market here was dull, and exchange them for horses and hoop-poles. D. Walker was, probably, a speculator in slaves; and may have sold them to the fathers of the present race of philanthropists.”

Mr. William Lyman, now living in Middlefield, and past eighty years of age, states that Nehemiah Hubbard, of Middletown, who, if now living, (1873) would be past a hundred years of age, told him that he saw a cargo of slaves placed in the old jail in Middletown, and sold at auction.

Other ports in Connecticut were supplied with slaves from Guinea or the West Indies, or sent their vessels to supply other States with slaves. Thus, in the year 1804, a vessel from Hartford brought two hundred and fifty slaves to the city of Charleston. New Haven and New London were also engaged in the slave trade. When I resided in New Haven, two handsome houses were pointed out to me, which were built by rich slave traders. Indeed, a well-appearing gentleman was pointed out to me as a native of New Haven, whose father had made a fortune in the slave trade.

The same year that I took my degree at Yale College, I went in a coasting vessel to Virginia, the captain of which, John Anderson, a citizen of Connecticut, it was said, had been engaged in the slave trade. I had not the courage to ask him if the fact was so; but, in my conversation with him about Guinea, the Gold Coast, the Tooth Coast, the Grain Coast, and the Slave Coast, he showed such a familiar acquaintance with the country, that, incidentally, he convinced me that he had been engaged in the slave trade. About the year 1820, I saw that he was on trial, before a Court in New York, for being engaged in that trade.

An Act was passed before 1769, by the Colonial Assembly

of Connecticut, prohibiting the importation of slaves, for economical reasons. The Preamble reads thus : "Whereas, "the increase of slaves is injurious to the poor, and inconvenient, therefore, RESOLVED," etc.

The slaves, bought at a low price, were injurious to the poor in the way of competition, and thus brought down the price of labor, or threw the whites out of employment, and increased the taxes for supporting the poor; besides, in other ways, being "inconvenient."

The slave trade, nevertheless, continued. In an old newspaper I found that, in 1788 a petition was presented, by the Quakers of Providence, signed by Thomas Arnold, Clerk, to the Legislature of Connecticut, praying for the abolition of the slave trade in Connecticut, in which petition it is said, that they "have heard of one or two vessels being fitted out "by inhabitants of this State, that are engaged in this criminal traffic." It is also stated in it, that citizens of other States, where the trade was prohibited, were in the practice of clearing out their vessels to Connecticut.

After the Act of 1784, prospectively emancipating the slaves, slaves were transported out of the State to other States. A more stringent law was passed in 1788, for the suppression of the slave trade; and also a law forbidding the transportation of slaves from the State; as they had been transported to the other States. This law allowed persons going to reside in other States to take their slaves with them. Many years since, when I was in Georgia, I heard of a family of Connecticut slaves there. But whether they were sent there on sale, or were carried by those who went to reside there, I did not learn.

In the period between 1788, when the Federal Constitution was adopted, and 1808, when, under that Constitution, by Act of Congress, the trade was prohibited, there were many engaged in carrying slaves to Southern ports, though Connecticut was not as extensively engaged in this business as some other States, nor as Great Britain.

As already mentioned, the first Act of the Connecticut Colony, for the prohibition of the slave trade, was prompted by economical reasons. The people felt that a white population was preferable to a black population; that every negro imported, occupied the place of a white man, and they preferred to encourage the superior race. Besides, in the language of Dr. Belknap, "The winter here was always unfavorable to the African constitution. For this reason, white laborers are preferable to blacks."

It appears that Connecticut was one of the first Colonies to pass a law abolishing the slave trade. This was done in 1769. The Legislature of Massachusetts made an attempt, in 1767, to do the same, but failed; but in 1788 it passed such an Act, prohibiting the slave trade.

III.—SOCIAL CONDITION OF NEGROES.

Slavery in Connecticut was a family, or patriarchal institution. At the first, and for some time, it was almost purely such, as there were no Colony laws respecting it. Even to the last, it was largely such. The slave was under the laws of family government; and if, in any way, he should injure the public, the master was considered as largely responsible as, in the case of a minor child, the father is largely responsible. Accordingly, the Apostle, in the *Epistle to the Galatians*, says, "Now I say, that the heir, as long as he is a child, differeth nothing from a servant, though he is Lord of all." Now, the difference between the two was, that the slave was reckoned as always a child, and had, by public law, no inheritance from his master. And he had largely the rights of a child, which he understood, as well as the child. He had a right to food, clothing, shelter, medical attendance when sick, support when he was old, and a decent burial when he died. The master stood *in loco parentis*, and the slave stood *in loco filii*. And, not unfrequently, there was the reciprocal affection implied by these relations.

According to the genius of Puritan government, which is a government by local law, everything was left to the parent and master, which could safely be left; and Colony laws were enacted in aid of their authority over the child, and over the slave. The parent and the master were expected to administer correction at home, when an offence had been committed by the son or the slave, unless there were public reasons for applying to the civil authority.

In Doctor Leonard Bacon's *Historical Discourses*, page 302, the case of *Anthony* is mentioned, a negro slave of Governor Eaton. He had been intoxicated by drinking "strong water;" so the Governor brought the matter before the Court, instead of administering the necessary punishment, as he would have done, if the knowledge of the crime had been confined to his own family.

"The Court thought it fit, and agreed not to inflict any "public corporal punishment for this time; but as the Governor's zeal and faithfulness hath appeared (not conniving at "sin in his own family) so they leave it to him, to give that "correction, which he, in his wisdom, shall judge meet."

The negroes preferred that their master should punish them, and not turn them over to the civil authority.

"John Cram and Lucretia, his wife, were slaves belonging "to Governor Eaton. They were growing old; and the "woman being troublesome in the family, the Governor "built for them a small house, at the head of the lot, and "allowed them the use of two acres of ground, and they "worked for him, three days in the week."—*Colony Records of Connecticut*, iv., 172. The masters of slaves felt bound to provide for them in their old age.

The Guinea slaves brought into Connecticut were generally young; they were placed in what might be considered the best families in the Colony, if regard be had to intelligence, piety and social standing; they were taught to form regular habits in eating, drinking, sleeping and working, attending family prayers, and hearing the Scriptures read. They had

before them examples of virtue and religion, in strong contrast to the moral degradation, everywhere around them, in their native country.

Pews were set apart for them in the meeting-houses, where they generally were present; they were often questioned about the sermon heard on the Sabbath. They joined the church, if qualified; their children were often offered in baptism, by their believing masters or mistresses. They were encouraged to marry and rear families. Some of these facts I get from ancient Church Records; some from tradition; and some from statements which I heard, when young, made by owners of slaves, or by those who were bred up in families with them. In some of these Records of Baptisms and Marriages, the names of the negro children, and the names of their masters and mistresses who offered them in baptism, are given; and the names of the negroes married, and the names of their masters, and their consent to the marriage, are given.

The negroes being an imitative race, readily adopted the customs of the whites. They adopted church going, military-musters on a small scale, balls, had their annual election of Governors—some of whom were called Kings, in remembrance of the Kings in Guinea. The last of the dynasty in Durham was Cæsar, whom I have often seen. On election day he wore upon his brow what seemed a kingly crown, “the round and top of sovereignty;” and, from his admiring subjects, he received their voluntary homage. He wore a sword; but whether a “dagger of lath” or of steel, I do not remember. He was escorted by an indefatigable drummer and a fifer of eminence. After the election ceremonies were finished, all the negroes rejoiced in a feast. The whole was a farce; but it had its attractions. It was something like the Saturnalia of the Romans, the Carnival of the Catholics, or the pastime of *High Jinks*, in which Pleydel personated a monarch, as described in *Guy Mannering*. This, I believe, was the expiring effort of negro loyalty in Durham. Cæsar,

not long after, like Charles the Fifth, abdicated his crown, and retired to the "mild majesty" of private life, and had "troops of friends" in old age.

Miss Caulkins, in her *History of Norwich*, gives a very amusing account of the negro elections. She speaks of a decent gravestone in the burying ground there, bearing this inscription: "In memory of Boston Trouwtrow, Governor "of the African tribe in this town, who died 1772, aged 66."

"After the death of this person," she says, "Sam Huntington was annually elected to this mock dignity, for a much greater number of years, than his honorable namesake and master was to the gubernatorial chair of the State. It was amusing to see this sham dignity, after his election, riding through the town, on one of his master's horses, adorned with plaited gear, his Aides, on each side, *a la militaire*, himself puffing and swelling with pomposity, sitting bolt upright, and moving with a slow majestic pace, as if the Universe was looking on. When he mounted or dismounted, his Aides flew to his assistance, holding his bridle, putting his feet in the stirrup, and bowing to the ground before him. The Great Mogul, in a triumphal procession, never assumed an air of more perfect self-importance than the negro Governor, at such a time."

In many of the towns some negro, by his drollery and good nature, was a great favorite, affording the people as much amusement as the King's fool of the olden times did inmates of a palace. Sixty years ago odd sayings and queer remarks of negroes were current. They were generally very willing to be the fool of the play, with the full consciousness that they were so.

In the Revolutionary War a negro, named Cæsar, from Lebanon, when a soldier, I believe on guard, took prisoner a British soldier, and brought him into camp. He was much applauded for his adroitness and bravery. But, in performing this feat, he had violated some imperative order. The young officers, who were lying idle, determined that they

would have some merriment by bringing him before a Court Martial for a violation of orders. The Court was organized, and the trial conducted with a scrupulous regard to forms and ceremonials. When called on for his defence, he entered into the joke, and only said, if I remember, "I took him," thus making success the measure of merit, though not *secundum artem*. When LaFayette, who, if not Judge Advocate, was one of the Judges, made a very earnest speech, in which he showed the enormity of the offence, magnified the importance of obeying orders, proving that success in the war must depend on a strict obedience to orders, and saying that, in his country, disobedience to orders was punished by death, the culprit was condemned, but recommended to mercy. Cæsar, though pardoned, could not quite forgive this terrible speech of "Old Fayette," as he called him. He enjoyed a practical joke himself, but he thought "Old Fayette" carried the joke too far.

Many of the negroes were musicians; most of them were good whistlers; some of them were drummers, fifers or fiddlers. Cæsar, just mentioned, was met by Rev. Doctor Solomon Williams, the Pastor of Lebanon, who said to him : "Cæsar, I am told that you play your fiddle on the Sabbath; 'is it so ?'" "Yes, master," he replied, "I do a little, 'now and then, for my conversion !'"

The Rev. Jonathan Todd, who was a Minister in Madison, then East Guilford, nearly fifty-eight years, had, among his negroes, a good fiddler. I think his name was Tom. He performed the same office in the family that the Scottish harpers did in the Halls of the Lords. On Thanksgiving Evenings the young people would collect together at the house of the Minister, to listen to the negro's violin; to dance a few figures in the presence of Mr. and Mrs. Todd, who had no children; to eat pumpkin pie from the hands of their hostess; and always to retire after a prayer, at nine o'clock.

Many of the negro slaves in Connecticut became hopefully

pious under the Christian training which they enjoyed in Christian families. On the three hundred and twenty-sixth page of the first volume of the *Annals of the American Pulpit*, it is said of Rev. Doctor Solomon Williams, of Lebanon :
 "Mr. Williams had little apprehension of the evils of African
 "slavery, herein agreeing with his cousin, President Edwards.
 "He looked upon the captives brought hither as rescued from
 "immediate death, and considered it a mercy to the poor
 "Pagans to have found a home, even as slaves, in this land
 "of Gospel light. He bought an African boy and girl, and
 "taught them to read the Bible; and the boy gave every
 "evidence of being a sincere believer in Christ. He died,
 "in old age, in the full assurance of Heavenly joys."

"An old gentleman, at the point of death, called a faithful negro to him, telling him that he would do him an honor before he died. The fellow thanked him, and hoped
 "'Massa would live long.' 'I intend, Cato,' said the master,
 "'to allow you to be buried in the family vault.' 'Ah !
 "'Massa,' returns Cato, 'me no like dat. Ten pounds would
 "'be better to Cato. He no care where he be buried;
 "'besides, Massa, suppose we be buried together, and de
 "'devil come looking for Massa, in de dark he might take
 "'away poor negro man in mistake.' "

In the house which I now occupy in Durham, died a Guinea negro woman, more than one hundred and five years old, named Ginney. When she was near her death, and Rev. Doctor Goodrich was requested to converse with her.
 "Yes, Massa Goodrich," said Ginney, "when I die I shall
 "go right to heaven, and knock at de door, and inquire for
 "Massa Worthington,"—Rev. William Worthington, of Saybrook, with whom she had lived. "Massa Worthington
 "will come right to me, and I will say Ginney's come; I
 "want you to tell God that Ginney was always a good servant. She never lie, never steal, never use bad 'language.'
 "Massa Worthington will go right and tell God, 'Ginney
 "was always a good servant. She never lie, and never steal,

"never use bad language.' And then He will come back to " the door and say, 'Ginney, you may come in.' And I "will 'go right in, and sit down in the kitchen.' "

As already mentioned slavery in Connecticut was a family institution. There was often a strong mutual attachment between the master and the slave. The one defended the interests, and it may be person, of the other, as patron or client.

A Mr. Meigs, of East Guilford, now Madison, after working with his slave on a small island near the main-land, called "Tuxis Island," now in the possession of the Meigs family, was returning from it in a boat, which being, by the waves, partially filled with water, could carry only one, which one should it be? The master sprang into the water, and left the slave safe in the boat. Being asked why he did so? he replied, "If I was drowned, I should go to heaven; but I "do not think Tom would."

In many families negroes had an important position, especially as cooks. As compared with the Indians or the Irish, they were epicures. They generally took care to know what they carried upon the table, being their own tasters. In other respects they showed a strong good sense that was often serviceable in families.

President Dwight, on one occasion, in illustrating their good qualities, spoke of a negro woman in his family who was often consulted as to the management of his family concerns. Amused by this eulogy, some of my classmates laughed outright, when the Doctor broke out upon them: "If I thought, young gentlemen, that you would have as "much good judgment and good sense as my servant woman "has, I should have a higher opinion of you than I now "have." There was no more laughing.

In the *Minister's Wooing*, by Mrs. Harriet Beecher Stowe, there is a negro woman, perhaps her name is Candace, who is a pretty fair representative of a class which has now disappeared from Connecticut, though still found elsewhere. It

strike me that it is a more correct portrait of a negro woman, than that given in *Norwood*, of Pete Towmill, is of a negro man, by her gifted brother; though in the latter, there are occasional descriptions true to the negro's nature.

The negroes were considered as lazy and improvident.

Rev. Doctor Jared Eliot had a negro slave named Kedar, and Kate, his wife. One Monday, on a spring morning, he took them to a house and farm two or three miles from the landing in Killingworth, where he resided, and gave them provisions and tools, telling Kedar what work he should do. Next Monday he rode over to the farm to see them. He, finding none of the work done, called Kedar to account. "Why, Massa," he replied, "it takes me all the time to fetch wood and water to Kate." So this excuse became current, as applicable to lazy husbands.

EMANCIPATION OF THE NEGROES.

"And, *whereas sound policy* requires that the abolition of "Slavery should be effected, as soon as may be consistent "with the rights of individuals and the public safety and welfare, *Therefore, Be it enacted* that no Negro or Molatto child "that shall, after the first day of March, one thousand, seven "hundred, and eighty-four, be born within this State, shall "be held in servitude, longer than until they arrive to the "age of twenty-five years, notwithstanding the mother or "parent of such child was held in servitude, at the time of "its birth, but such child, at the age aforesaid, shall be free, "any law, usage, or custom to the contrary notwithstanding."

This Act was passed by the Legislature of 1784, the year after the close of the war, by which the State freed itself from political slavery.

A law was passed in 1792, allowing the owners of slaves to emancipate them, on certain conditions.

A law was also passed in 1797, by which negro children were free at twenty-one years of age.

This Emancipation Act of Connecticut, I consider as a model for wisdom and statesmanship. It was a matter of political economy, about which the Legislature was competent to form a correct judgment. They legislated only for themselves, and not for others.

I once had an opportunity of referring to this Act of Connecticut, very much to my satisfaction. In the year 1852 it so happened that, at the meeting of the British Association for the Advancement of Science, at Belfast, I was the accredited Representative of the United States, in that body. Archbishop Whately presided over the Statistical Section. To a large and crowded audience a paper was read upon the results of emancipation in Jamaica. A very violent debate, though personally courteous, soon followed, in which the arguments, from political economy, were all on one side. To sustain themselves, some of the speakers launched forth in extolling the glory of England in this matter, in contrast with the shame of the United States, and the wisdom of Parliament in contrast with the folly of Congress. I felt bound to put the thing on its true ground, so far as this country was concerned; and sent my card, by one of the committee, to the President of the Section. As soon as the speaker closed, there was a great struggle for the floor, which the Archbishop regarded with entire unconcern, and holding my card high up, he read, "Mr. Fowler, from Massachusetts."

Having stated that Congress had no power to emancipate, and ought to have no power to emancipate the slaves, I then went on to say, that the States had the power to do so, and had successfully exercised that power; and would, I trusted, do so hereafter. In doing this, I distinctly described the *policy and wisdom of Connecticut*.

There was a shower of applause, and the Section proceeded to consider another subject. The next day when I took my seat in the Section, the Archbishop left his chair and came down, and took me by the hand, and said: "I was very much struck with what you said about profit and loss, as

“connected with the emancipation of the slaves. It reminded me of what I saw in a pamphlet written about twenty years since, by a Mr. Smith, who had resided in the West Indies. Have you ever seen that pamphlet? If you have not, if you will give me your address, when I return to Dublin, I will send it to you.” I gave him my address; he sent me the pamphlet, which I now have. Others, likewise, expressed their approbation of the course pursued by Connecticut, and of the spirit with which she pursued that course.

In 1848 an Act was passed by the Connecticut Legislature, emancipating the few remaining slaves in the State. There is no Preamble to this Act, and no reasons given for it, if there were any sufficient reasons, either in the good accomplished for the slaves or to their owners. The owners were still required to provide for their support. It is not, in its spirit, entirely in harmony with the Act of 1784.

CAUSES OF EMANCIPATION.

In the War of the Revolution, negroes were employed in the Connecticut troops, who thus, in public estimation, became entitled to their freedom.

In 1777 petitions were presented to the Legislature, in favor of the emancipation of negro slaves, some of whom were expected to act as soldiers. From Danbury, Reading, and other places, petitions were sent to the Legislature, for remuneration for slaves killed in the war.

The vague and “glittering generalities” in the *Declaration of Independence*, were, by some, so construed as to have an application to slaves; though not intended to have such an application.

Moreover, as in Connecticut as elsewhere, there have been vibrations in theology, so there have been fashions in morality; and it happens, sometimes, that vibrations in the one are in accordance with fashions in the others. Doctor Samuel Hopkins, a native of Connecticut, brought in a new theology,

entitled, "Hopkinsianism," and he also, in 1776, published a *Dialogue*, in which he endeavored to show that it was the duty and the interest of the American States to emancipate their slaves. This had its influence. Doctor Jonathan Edwards, the younger, who resided many years in Connecticut, and who was an advocate of what was called "New Divinity," published a Sermon in 1791, on the *Injustice and Impolicy of the Slave Trade*.

But the grand cause of the abolition of slavery in Connecticut was, that *it became unprofitable to the owners and the State*.

It is to be considered that, during the Revolutionary War, and after the Peace of 1783, business was in a very depressed condition. The States had gained their independence, but had, to a large extent, lost their commerce with England and the West Indies. The agricultural interest of Connecticut, of course, *ceased to be profitable*. The people of New England, we are told by Pitkin, instead of being satisfied with the political liberty which they had gained, were beginning to remove to the British Provinces, where they would have greater advantages of a commercial character, though they must suffer the same political disabilities which they had fought several years to remove. As this state of things was beginning to be understood, the Legislature, in 1784, abolished slavery. The preamble to the law is in these words: "And, whereas, sound policy requires that the "abolition of slavery should be effected, as soon as may be "consistent with the rights of individuals, and the public "safety and welfare, therefore," &c.

This places the abolition of slavery in Connecticut, upon the real grounds. There is no pretence of religion, or morality, or humanity, about which men might differ, and quarrel, and sacrifice the interests of others, to satisfy their own notions of right. Connecticut had always claimed the right to say what is property, and what is not property, and, generally, to manage her internal concerns; and now she exercises that right, in *her own time, in her own way*, and for

her own reasons. In her union with Great Britain, by Charter, in her union with the New England Colonies, by the Federal Constitution of 1643, or with the other States, by the Federal Constitution of 1787, she had always insisted on this right, and cheerfully accorded it to the other Colonies and States.

Connecticut was not stimulated to this act by anything *ab extra*, by no English emissary, no conceited self-righteous agent, or moral demagogue; but was moved by considerations of "sound policy," and by a careful regard to "the rights of individuals," and the interests of all.

During the time that the restriction on the admission of Missouri was pending, I resided in New Haven, where the subject of slavery was frequently discussed. From men like Hon. Elizur Goodrich and Judge Simeon Baldwin, I learned that, in passing the Emancipation Act of 1784, the Connecticut Legislature were influenced by *economical* reasons, as the moving cause. In the early periods of the Commonwealth, there was more labor to be performed than there were laborers to do it. After the war, there were more laborers than could find profitable employment.

By the provisions of the Act of Emancipation, twenty-five years must pass away before a single slave would be freed; so that there would be an opportunity to qualify those who were to be made free, to take care of themselves. The older slaves would be taken care of by their owners. The rights of the owners were taken care of, inasmuch as, in the intervening twenty-five years, they could arrange their business so that there would be but little loss, when the slave was emancipated. And if any one was disposed to complain of the law, he could sell his slaves, in the State or elsewhere.

Twenty-five years from 1784 reach to 1809, the year after the slave trade ceased, under the provisions of the Federal Constitution. The first of March, of that year, was Emancipation Day for the slave, born twenty-five years before, if there was any such. I recollect that, for a number of years

after that date, the inquiry used to be made, when this slave or that slave was to have his freedom? The slave thus to be emancipated at the age of twenty-five, felt very much as the apprentice who was to be emancipated when twenty-one years of age. The great system of apprenticeship, which prevailed in Connecticut, brought a great many of the white youth into the same category as slaves, so far as service or labor was claimed by the master. Indeed, in the Federal Constitution, the provision for restoring fugitive apprentices is the same as that for restoring fugitive slaves. All the States, therefore, were interested in having that provision in the Federal institution.

As the new Federal Constitution, under which we now live, had not been adopted, the inquiry arises as to the security for property in slaves and apprentices who might run away.

The security was found in this, that the several Colonies and States had very strict laws against the coming in of paupers and vagabonds from other States; and also for the protection of the several towns against their coming in, from other towns. While the laws and sentiments of the people were opposed to intrusions of this kind into Colonies and Towns, there was, practically, no difficulty in the restoration of such persons, when they could be found. As Christians, they felt disposed to imitate the Apostle of the Gentiles who sent back to his master, Onesimus, a slave; as gentlemen, they felt that comity demanded this course; and, as statesmen, they saw the justice of freely doing that which was expressly stipulated to be done in the Constitutions of 1643 and 1789.

As an illustration of the spirit that generally prevailed in the State, it may be sufficient to mention that, in 1783, after the *Articles of Confederation* had been adopted, Governor Guerard, of South Carolina, wrote to John Hancock, Governor of Massachusetts, in regard to nine slaves, belonging to Percival Pawley, of Georgetown, South Carolina, who were

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then in Boston, in order that they might be restored. The whole matter was brought before the General Court of Massachusetts. Governor Hancock, Samuel Adams, and Tristram Dalton, Speaker of the House, united in restoring them to their owners. This was five years before the present Federal Constitution was adopted, which, by compact, rendered this course obligatory.

The same spirit of Christianity, comity and statesmanship still prevailing, when the Federal Constitution of 1787 was framed, there was no objection raised to placing in that instrument the provision for the restoration of fugitive slaves and apprentices. It was felt to be a reasonable provision in all the States.

V.—SPECIMEN ADVERTISEMENTS.

I.

“To be sold, a strong and healthy negro man, 29 years of age, and brought up in the country to farming business. Also, an able body'd wench 16 years old (with a sucking child) can do all sorts of housework—for no other fault but her breeding. Enquire of the printer.”—*New London Gazette*, October, 1766.

II.

“Ran away from the subscriber, a negro girl named Gin 24 or 25 years of age, a good looking girl. Whosoever will return her to the subscriber, or secure her, and give notice shall be generously rewarded, & have all charges paid.

“MERIDEN, March 17, 1787. ELIJAH SCOVEL.”

III.

“FIVE DOLLARS REWARD. Run away from the subscriber, of Windsor, on the 13th of May, a negro fellow

“named Tom, about five feet four inches high, is about 40 years old. All Masters of vessels and others are forbid harboring or taking away said negro, as I shall pay no cost if he become chargeable.

“ FREDERIC PHELPS.

“ HARWINTON, Aug. 27. 1790.”

IV.

“To be sold at public vendue, on Tuesday, 29 of Nov. instant, at the dwelling house of Capt. Enos Atwater of Cheshire, deceased, a good negro wench, about 20 years old.”

New Haven Gazette, November, 1786.

Elsewhere similar advertisements were published.

EFFECTS OF EMANCIPATION.

The effects of emancipation were diverse in different cases; sometimes being a benefit, and sometimes an injury to the slave or his master. In most cases, so far as I have heard testimonies on the subject, for the last forty or fifty years, it was more advantageous to the master, and less injurious, than it was to the slave.

Charles James Fox, in the British Parliament, when the slave trade was under consideration said, with truth : “That it might be as dangerous to liberate a man used to slavery, as, in the case of one who had never seen daylight, to expose him, at once, to the Meridian Sun.”

But, in Connecticut, the emancipation was so gradual, that it gave no shock to the feelings or the interest, and no great advantage, to the parties concerned. And yet, even in Connecticut, in 1793, when the process of emancipation had been going on, and was to be completed by the Legislative enactment, there were seen to be evils connected with

it. In an Essay, published that year in Hartford, where he then resided, Noah Webster, Junior, Esqr., made the following remarks: "Nor does the restoration to freedom "correct the depravity of their hearts. Born and bred "beneath the frowns of power, neglected and despised in "youth, they abandon themselves to ill company, and low, "vicious pleasures, till their habits are formed; when man- "mission, instead of destroying their habits, and repressing "their corrupt inclinations, serves to afford them more "numerous opportunities of indulging both. Thus an act of "strict justice to the slave, very often renders him a worse "member of society."

In conversation with intelligent men, born not far from the year 1760, I often heard the sentiment expressed that the slaves, in Connecticut, were more moral, more religious, had larger families of children, and lived longer, than the free blacks.

From undoubted testimony I have learned that many of the slaves lived to a great age—to a greater age than the free blacks. It is to be considered that there are now a greater number of mulattoes, in proportion to the whole number of blacks, than there were in the last century; and mulattoes are not as hardy, and do not live as long, as the pure negro or the pure white.

In the year 1822 I visited the State Prison, or Newgate, as it was called, at Granby. If I recollect right, something like a quarter of all the prisoners were blacks. In the July number of the *Christian Spectator*, for the year 1828, it is said, that "in Connecticut, one out of thirty-four of the "whole population are blacks, and one out of three of the "convicts, are blacks." This is an enormous disproportion. It shows that there were more than ten times as many blacks as whites who were convicts, as compared with the whole population. In the same article it is said that, in Connecticut, "in fifteen years, thirty-seven thousand dollars" were expended in supporting the black convicts.

From the Warden of the Connecticut State Prison, in Wethersfield, I learn that, in the year 1839, the total number of convicts was one hundred and eighty-three, of which the whites were one hundred and thirty-five, and the blacks forty-eight. In 1849, total, one hundred and fifty seven—whites, one hundred and fifteen; blacks, forty-two. In 1859, total, two hundred—whites, one hundred and seventy-four; blacks, twenty-six. In 1867, total, two hundred and seven—whites, one hundred and seventy-seven; blacks, thirty.

In view of these and other facts, it is impossible for me to resist the conviction that there has been a great falling off in the morals of negroes, in the successive generations, since their emancipation in Connecticut.

To this there may be exceptional cases, in those cities where especial pains have been taken to promote the moral improvement of the negroes.

As to the increase or diminution of the negroes and mulattoes, I have the following statistical statements. Before presenting them, I would say that, as a general fact, the blacks, in the agricultural towns, are not as numerous, absolutely or relatively, as formerly. In Durham, for instance, in 1774, there were forty-four blacks, the most, or nearly all of them, slaves. In 1868 there were *three*. In the cities there have been, in some cases, an increase absolutely, but not relatively. They do not incline to agricultural labors so much as they do to domestic service, as cooks, waiters in hotels, barbers, shoeblacks, or other menial servants.

It should be mentioned that the negroes have two Congregational Churches—one in Hartford, the other in New Haven; four Methodist Churches—one in Hartford, one in New Haven, one in Norwich, and one in Bridgeport; also a Union Church, in New Haven; also an Episcopal Church, in New Haven. What is the whole number of churchgoers,

and the whole number of communicants, compared with those of former times, I have no means for determining.

CENSUS OF THE NEGROES, IN CONNECTICUT.

In 1756 there were one hundred and twenty-six thousand, nine hundred and seventy-six whites; and three thousand, six hundred and thirty-six blacks. In 1774 there were one hundred and ninety-one thousand, four hundred and forty-eight whites; and six thousand, five hundred and sixty-two blacks. In 1782, in Hartford County, including Middletown and Tolland, there were fifty-five thousand, six hundred and forty-seven whites; and one thousand, three hundred and twenty-six blacks. In New Haven County there were twenty-five thousand, and ninety-two whites; and eight hundred and eighty-one blacks. In New London County there were thirty-one thousand, one hundred and thirty-one whites; and one thousand, nine hundred and twenty blacks. In Fairfield County there were twenty-nine thousand, seven hundred and twenty-two whites; and one thousand, one hundred and thirty-four blacks. In Windham County there were twenty-eight thousand, one hundred and eighty-five whites; and four hundred and eighty-five blacks. And in Litchfield County there were thirty-three thousand, one hundred and twenty-seven whites; and five hundred and twenty-nine blacks. Making a total, in the entire State, of two hundred and two thousand, nine hundred and two whites; and six thousand, two hundred and eighty-one blacks.

In 1800 there were two hundred and forty-five thousand, six hundred and twenty-one whites; four thousand, three hundred and thirty free blacks; and nine hundred and fifty-one slaves. In 1820 there were two hundred and sixty-seven thousand, one hundred and sixty-one whites; free blacks, seven thousand, eight hundred and forty-four; and ninety-seven slaves. In 1840 there were three hundred and one thousand, eight hundred and fifty-six whites; eight thousand

one hundred and five free blacks; and seventeen slaves. In 1860 there were four hundred and fifty-one thousand, five hundred and four whites; eight thousand, six hundred and twenty-seven free blacks; and sixteen Indians. And in 1870 there were five hundred and twenty-seven thousand, five hundred and forty-nine whites; and nine thousand, six hundred and sixty-eight free blacks.

From the statements above, it appears that in 1782, two years before the Act of Emancipation was passed, the number of the blacks, as compared with the whites, was one black for every thirty-two whites; and that in 1860 the number of the blacks, as compared with the whites, was one black for every fifty-two whites. This shows a great relative diminution of the blacks. But, in order to come to an exact opinion, it would be necessary to take into the account the great emigration of the whites to other parts of the country, and the great immigration of foreigners for the last thirty years, on the one hand, and the coming in of fugitive slaves on the other. It is believed, however, that the negroes have not, since their emancipation, by natural increase, kept their number good, as compared with the whites. It is also believed that the number of mulattoes, from illicit intercourse, has increased, as compared with the pure negroes.

Whether the emancipation of the negroes in Connecticut, in its effects, was a mercy to them, in improving their condition, or a punishment for their being unprofitable servants, I leave for others to say.

THE NEGRO MADE PROMINENT, AT CERTAIN EPOCHS.

In 1819, '20, and '21, the public mind in Connecticut was excited, for the first time, to a high degree, on the subject of slavery, by a proposed restriction on Missouri. On the thirteenth of February, 1819, a Bill was called up in the Federal House of Representatives to admit Missouri as a

State. Mr. Tallmage, of New York, moved an amendment to the Bill, by which slavery would be prohibited. Missouri was admitted, without restriction, on the twenty-eighth of February, 1821, three years after the Bill was presented. In this period an excitement was got up in Connecticut; and when the Bill passed, a Senator of the State, who voted for it, was burned, or hung in effigy, I think in Norwich; and one of the Representatives was, for a time, put under the ban. I remember seeing in College Street, New Haven, a company of boys marching to music, and bearing pictures adapted to make slavery and slave holders in Virginia, odious. A pamphlet, entitled *Pochahontas*, was prepared and published at the same place, for the same purpose. This demonstration took place not far from the time of Mr. Monroe's election for the second term—the fourth President elected from Virginia, for two terms each.

If, in 1817, Mr. George Cabot, or Rufus King, or DeWitt Clinton had been elected President, instead of Mr. Monroe, the restriction on Missouri would not have been heard of.

NEGRO COLLEGE.

“NEW HAVEN, Saturday September 10th, 1831.

“It will be seen by an advertisement in this paper, that a
 “call is made on our citizens, to meet this day, and express
 “their opinion on the expediency of establishing a College,
 “in this city, for the education of colored persons. We do
 “not know, but we are slow of heart to believe, but we confess
 “we cannot think there are just grounds to fear the
 “establishment of any such institution in this town. Notwithstanding
 “all the idle reports, we do not believe that
 “money can be raised for such a purpose to make it worth
 “while for any man or body of men to spend time in talking
 “in favor or against such an institution. Besides, who would
 “think of locating a School or College in a town where forty-nine-fiftieths
 “of the inhabitants are against the project?

“There is, to be sure, one individual citizen, who has publicly engaged in favor of the project, and has, for some time shown an honest and commendable zeal in the work of civilizing and christianizing the blacks, among us. There is, probably, not a man in the town of more honest and upright intentions; but, in this project, zeal has eaten up his better sense. If there are half a dozen others, whose feelings correspond with his, it is enough to say that they are somewhat delirious. We repeat it, we see no cause for such an excitement (growing out of a project that hardly begins to be talked of, by its friends) as to call for a City-meeting, at present. We dislike these hasty City-meetings. We once knew our citizens vote, in a hurry, to involve themselves in a debt of one hundred thousand dollars. We say, give us time to hear, with ears.

“One word more—if it is necessary to have an African College, in Connecticut, may not the projectors of it, on mature consideration, conclude to locate it in the town of Cornwall, and there occupy the buildings prepared to their hands by the friends of Indian Colleges, who flourished, in these parts, a few years ago? Cornwall possesses many advantages for such an institution, over other places; and it is not among the least of them, that the ladies of that town readily give themselves, better for worse, and worse for better, to the colored gentlemen. This and other considerations may have a strong tendency to draw the proposed College to that town. We hope, therefore, that our citizens will act with coolness, on this subject.”

The inhabitants of New Haven met, according to appointment, and passed strong votes, by great majorities, in opposition to the establishment of a Negro College in New Haven.

On the tenth of September, 1831, the demonstration already mentioned took place, designed to prevent the establishment of a Negro College in New Haven. At this meeting of the Mayor, Aldermen, Common Council and

Freemen of the city of New Haven, resolutions were passed in opposition to the propagation of abolition sentiments, and to the establishment of the proposed Negro College; and the reasons for this opposition were distinctly set forth.

In 1833 the Legislature of Connecticut passed an Act by which it was rendered penal to establish schools in the Commonwealth for the instruction of negroes from other States. The reason is given in the Preamble to the Act, namely : " That they would tend to the great increase of the colored population of the State, and thereby to the injury of the "people." Substantially the same reason which was given for the suppression of the slave trade. In Connecticut, under this Act, Prudence Crandall was convicted of having set up such a school in Canterbury. In administering the law in that trial, Judge Daggett, who presided, said : " The "persons contemplated in this Act are not citizens within the "obvious meaning of that Section of the Constitution of the "United States, which I have just read."

In 1835 public meetings were held in Hartford and New Haven, which passed resolutions condemning the operations of the Abolitionists for sending incendiary and seditious publications into the Southern States. The sentiments embodied in those resolutions were in harmony, it is believed, with the sentiments generally entertained by the intelligent and patriotic people of the State.

In the year 1838 the Legislature of the State passed an Act nullifying, *in part*, the fugitive slave law of 1793, which was signed by George Washington, and voted for by the Connecticut delegation at that time. For such an Act the title was remarkable : *An Act for the fulfillment of the obligations of this State, imposed by the Constitution of the United States, in regard to persons held to service or labor in one State and escaping into another State, and to secure the right of trial by jury, in the cases herein mentioned.*

In the year 1854 the Legislature of the State passed an Act nullifying the Fugitive Slave Law of 1850. The Act was entitled, *An Act for the defense of liberty in this State.*

In 1865 the Legislature of Connecticut voted to amend the Federal Constitution for the abolition of slavery in other States.

PRIVILEGE OF SUFFRAGE.

From the first through a period of something like two hundred years, it was no more expected that negroes should have the right of suffrage in freemen's meetings and in town meetings, than that Indians or women or children should have that right. No law was necessary on the subject as to either of these classes. It is not known that they wished to vote, or that respectable freemen wished them to vote. A property qualification for voting effectually prevented the great mass of them from exercising the privilege of suffrage, even if public opinion had allowed it. The people of Connecticut were practical, and believed that our two-fold Government was created by and for *white* men.

In the May Session of the Legislature in 1818, an Act was passed confining the privilege of suffrage to white male citizens of this State.

By the State Constitution, adopted by the people, on the first Monday of October, 1818, the privilege of suffrage was confined to "white male citizens of the United States."

In 1847 an amendment to the Constitution was proposed, by which negroes should have the right of suffrage, but the people of the State, by their vote, refused to alter the Constitution.*

In 1865 a similar amendment was acted on by the people who, by their vote, refused to alter the Constitution.†

* In the year 1847 the question of striking out the word "white" was first submitted to the people—Yeas, 5,853; Nays, 19, 148. Majority *against* the Measure, 13,795.

† In the year 1865 the same question. Result—Yeas, 27,217; Nays, 83,499. Majority *against* the Measure, 6,272.

In the year 1869, at the May Session, the Legislature ratified the

INDIAN SLAVES.

It is not the purpose for which this paper is prepared to present the history of Indian slavery in this Commonwealth. It may not, however, be out of place to say, in addition to what has already been stated, that, in the wars with the Indians, slaves were distributed in small numbers in the Colony or elsewhere. There grew up a mixed race, to some extent—a cross between the Indian and the negroes, some of whom I have seen. I heard aged people discuss the comparative merits of Indian slaves and negro slaves; and they always gave the preference to the latter. They entertained, to some extent, the opinion of Mr. Palfrey, as to the inferiority of the Indian race.

As to the origin of this inferiority, they could get no clue from the Bible, their text-book in science as well as in religion; and, when the old question came up, in regard to the descent of all men from one pair, some rustic philosopher, *abnormis sapiens crassaque Minerva*, seeing before him specimens of three great races—the Caucasian, the African, and the American—would say a miracle, recorded in the Bible, produced the African, and a greater miracle may have produced the Indian.

As compared with the negroes, the Indian slaves were not favorites. Their passions were stronger, though their appetites were weaker; they were equally lazy, improvident and unprofitable.

In the inventory of Gabriel Harris, of New London, in 1684, an "Indian maid-servant" is valued at £15.

In the *History of New London*, it is stated that John Prentis, in his will, in 1711, distributed his "Indian servants" as

amendment to the Federal Constitution, allowing negroes to vote. Senate—Yeas, 12; Nays, 5. House—Yeas, 126; Nays, 104.

Had this question been submitted directly to the people for decision, in 1869, it is believed that the decision would have been different, and in accordance with former decisions.

follows : "To my son-in-law, Thomas Hosmer, of Hartford, "one black girl, Simone, till she is 30—then she is to be "free. To my son-in-law, John Bulkley, Bilhah—to be "free at 32. To my daughter, Sarah, Zilpha—to be free "at 32. To my daughter, Elizabeth, a black boy named "Hannibal, to be free at 35. To Scipio, I have promised "freedom at 30. Rachel, the Mother, I give to Irene—also "little one, with her, named Dido, who is to be free at 32."

APPRENTICESHIP.

Formerly, a great system of apprenticeship, borrowed from England, prevailed in this country. In that system, parents of Selectmen of the town indentured boys at fourteen years of age, and girls, perhaps younger—the former to stay with a master or mistress until twenty-one years of age, and the latter until eighteen. Parents often felt that it was a great privilege to place their children in this way in respectable, intelligent and religious families. Like the children of the family, like the slaves, they were to receive family instruction, and, when necessary, family punishment.

When apprentices or slaves became discontented and ran away from their masters, they were advertised in the newspapers, after they were established. It must be in the recollection of some present, that runaway apprentices were advertised in almost every paper published in the State, or in some parts of the State.

In the same way, at an earlier period, runaway slaves were advertised.

LAWS RELATING TO SLAVERY.

There have never been any laws in the Commonwealth of Connecticut creating property in slaves, any more than there have been laws creating property in horses. Such laws were deemed unnecessary, inasmuch as property can exist indepen-

dently of law. The dogma that property in slaves is the creature of local law, and the figment that all property is the creature of law, were not accepted in ancient Connecticut. These slaves, whether purchased or inherited, the people regarded as, in the language of Scripture, their "money." There were, however, many laws passed recognizing slaves as property, chattels. The people did not regard slaves as having any political rights which they were bound to respect.

In the year 1660 Massachusetts passed the following law establishing negro slavery in the Colony :

AN ACT RESPECTING BOND-SLAVERY.

"It is ordered by this Court and by Authority thereof :
 "That there shall never be any bond-slavery, villianage, or
 "captivity amongst us, unless, it be Lawful captives, taken
 "in just Wars, (*or such*) as (*shall*) willingly sell themselves,
 "or are sold to us; and such shall have the liberties, and
 "Christian usage which the Law of God, established in
 "Israel, concerning such persons, doth morally require,
 "provided this exempts none from servitude, who shall be
 "judged thereto by Authority.—1641."

Massachusetts Laws, Ed. 1660, P. 5.

This law establishing slavery in that Colony, Connecticut, though often disposed to "trot after the bay horse," appears not to have been adopted; though, in many respects, the legislation of Connecticut, in regard to slavery, was similar to that of Massachusetts.

SLAVERY, IN 1816.

The following from Judge Reeves's work on "*Domestic Relations*," page 483, illustrates this subject :

"At present, 1816, it is difficult to find, in the State of
 "Connecticut, a slave. A Statute of this State, previous to
 "March, 1784, was enacted, declaring, that all persons born

“of slaves, after the first of March, 1784, should be free at the age of twenty-five; and a subsequent Statute enacts, that all so born, after the first of August, 1797, should be free at twenty-one. These Statutes, with a Statute forbidding the importation of slaves, by land or water, will, in a short time, put a period to slavery in this State; as those born before 1784, most of them, have been emancipated by their masters, so that scarcely a slave can be found. The law, as heretofore practised, in this State, respecting slaves, must now be uninteresting. I will, however, lest the slavery which prevailed in this State, should be forgotten, mention some things, that show that slavery, here, was very far from being of the absolute, rigid kind.

“The master had no control over the life of his slave. If he killed him, he was liable to the same punishment as if he killed a freeman. The master was as liable to be sued by the slave, in an action for beating or wounding, or for immoderate chastisement, as he would be, if he had thus treated an apprentice. A slave was capable of holding property, in character of devisee or legatee. If the master should take away such property, his slave would be entitled to an action against him by his *prochein ami*. If one should take away a slave from the owner, without his consent, trover could not be maintained; but a special action on the case. From the whole, we see, that slavee had the same rights of life and property as apprentices; and that the difference betwixt them, was this : an apprentice is a servant for time, and the slave is a servant for life. Slaves could not contract, in Connecticut; for this is specially forbidden by Statute.

“If a slave married a free woman, with the consent of his master, he was emancipated; for his master had suffered him to contract a relation inconsistent with a state of slavery. The right and duties of a husband are incompatible with a state of slavery. The master, by his consent, had agreed to abandon his right to him as a slave. So,

“too, it has been holden, that a minor child is emancipated from his father, when he is married. *Ld. Raym.*, 356. A slave might be sold, in Connecticut, and the evidence of the sale must be a Bill of Sale, and he might be taken in execution, and sold at the post. When it is observed, that slavery is not known at Common Law, it is not denied that men may be punished with slavery for life, for crimes, with perfect consistency with the principles of the Common Law. If the Legislature can make laws, the transgression of which may be punished with death, they can surely condemn to a loss of liberty.”

LAWS OF CONNECTICUT, RESPECTING NEGROES.

I.

AN ACT for the punishment of Defamation.

And that if any *Negro, Indian, or Molatto Slave*, shall Utter, Publish, or Speak such words of, or concerning any other Person that would by Law be Actionable if Uttered, Published, or Spoken, by any Free Person of, or concerning any other; such *Negro, Indian, or Molatto-Slave*, being thereof Convicted before any one Assistant, or Justice of the Peace, (who are hereby Impowered to Hear and Determine the same) shall be punished by Whipping on the naked Body, at the Discretion of the Assistant, or Justice before whom the Trial is, (Respect being had to the Circumstances of the Case) not exceeding Forty Stripes. And such Slave so Convict, shall by such Authority be Sold, or Disposed of to defray all Charges arising thereupon : Unless the same be by his or her Master or Mistress paid and answered,

Provided nevertheless, That such Slave be not debarred from making such Pleas, and offering Evidences as his, her, or their Defence or Justification on such Trial as any other Per-

son might make Use of, being Sued in an Action of Defamation, so far as relates to the Trial before said Assistant or Justice, any Thing above to the contrary notwithstanding.*

II.

And whereas Indian, and Molatto-Servants, and Slaves are very apt to be Turbulent; and often to be Quarrelling with White People. to the great Disturbance of the Peace,

Be it therefore further Enacted by the Authority afore said That if any Indian, Negro, or Molatto-Servant, or Slave, shall Disturb the Peace, as afore said; or shall Offer to Strike any White-Person, and be thereof Convicted, such Servant, or Slave shall be punished by Whipping, at the Discretion of the Court, Assistant, or Justice that shall have Cognizance thereof: Not exceeding Thirty Stripes for One Offence.†

III.

*AN ACT concerning Indian, Molatto, and Negro
Servants and Slaves.‡*

Be it Enacted by the Governor, Council, and Representatives, in General Court Assembled, and by the Authority of the same, That whatsoever Negro, Molatto, or Indian Servant, or Servants shall be found Wandering out of the Bounds of the Town, or Place to which they belong without a Ticket, or Pass in Writing under the Hand of some Assistant, or Justice of the Peace, or under the hand of the Master, or Owner of such Negro, Molatto, or Indian Servants, shall be deemed, and Accounted to be Run-aways, and may be treated as such: And every Person Inhabiting in this Colony, Finding, or

* Appears in the Revision of the Laws of 1750, p. 40. Passed May, 1730.

† Revision of 1750, p. 185. Passed May Session, 1708.--*Colonial Records*, v., 52.

‡ Revision of 1750, p. 229

Meeting with any such *Negro, Molatto, or Indian* Servant, or Servants not having a Ticket, as aforesaid, is hereby Impowered to Seise, and Secure him, or them, and Bring him, or them before the next Authority to be Examined, and Returned to his, or their Master, or Owner, who shall satisfy the Charge Accruing thereby,

And all Ferry-Men within this Colony, are hereby Required not to suffer any *Indian, Molatto, or Negro* Servant, without Certificate, as aforesaid, to pass over their Respective Ferries, by 'Assisting them therein Directly, or Indirectly. on the Penalty of paying a Fine of *Twenty Shillings* for every such Offense, to the Owner of such Servants.

And all Vagrants, or Suspected Persons may be Used in the like Manner, when found Wandering from Town to Town having no Certificate, or Pass, as aforesaid, who shall be seised, and Conveyed before the next Authority, to be Examined, and Disposed of according to Law.

And if any Free *Negroes* shall travel without such Certificate, or Pass, and be Stopped, Seised, or Taken up, as aforesaid, they shall pay all charges arising thereby.*

And for the Preventing such Servants from Stealing from their Masters, and Others; and for the better Governing them,

Be it further Enacted by the Authority aforesaid, That every Free Person which shall presume, either Openly, or Privately to Buy, or Receive of, or from any Indian, Molatto, or Negro Servant, or Slave any Money, Goods, Merchandizes, Wares, or Provisions without order from the Master, or Mistress of such Servant, or Slave; every Person so Offending, and being thereof Convicted, shall be Sentenced to Restore all such Money, Goods, Merchandizes, Wares, and Provisions unto the Party Injured, in Specie, (if not Altered) and also Forfeit to the Party Double the Value thereof, over, and above; or Treble the Value where the same are Disposed of, or Made away; And if the Person so Offending be Unable to, or shall not make Restitution, as Awarded, then to be

* Passed October, 1690.—*Colonial Records*, iv., 40.

Openly Whipt with so many Stripes, (not exceeding Twenty) as the Court, or Justice that hath the Cognizance of such offence shall Order; or make Satisfaction by Service, To be Assigned therein by such Court, or Justice. And every *Indian, Negro, or Molatto* Servant, or Slave, of, or from whom such Money, Goods, Merchandizes, Wares, or Provisions shall be Received, or Bought, if it appear they were Stolen; or that shall Steal any Money, Goods, Merchandizes, Wares, or Provisions, and be thereof Convicted, (although the Buyer, or Receiver be not found) shall be punished by Whipping; not exceeding Thirty Stripes, and the Things Stolen to be Restored to the Party Injured, if found, or the Value thereof if not found : To be determined, as aforesaid.*

That if any *Negro, Molatto, or Indian* Servant, or Slave shall be found Abroad from Home in the Night Season after Nine of the Clock, without special Order from his, or their Master, or Mistress, it shall be Lawful for any Person, or Persons to Apprehend, and Secure such *Negro, Molatto, or Indian* Servant, or Slave so Offending, and him, her, or them Bring before the next Assistant, or Justice of the Peace; Which Authority shall have full Power to pass Sentence upon such Servant, or Slave, and Order him, her, or them to be publicly Whipped on the Naked Body; Not Exceeding Ten Stripes, and to pay Cost of Court; Except his, or their Master, or Mistress shall Redeem them, by paying a Fine, not Exceeding *Ten Shillings*.

And if such Servants, or Slaves shall have Entertainment in any House after Nine of the Clock, as aforesaid, (Except to do any Business they may be sent upon) the Head of the Family that Entertains, or Tolerates them in his, or her House, or any the Dependences thereof, shall Forfeit, and Pay the Sum of *Ten Shillings*: One Half to the Complainer, and the other Half to the Treasurer of the Town where the Offence is committed.

* This section passed May, 1708.—*Colonial Records*, v., 52.

And all Constables, and Grand-Jurors, and Tything-Men are Required to make Enquiry into and Present all Breaches of this Act.*

And for Preventing Disorders, and Insolences from being Committed by Indians brought from other Plantations; and for Preventing Charges coming upon Towns by Negro, Indian and Molatto Servants, and Slaves Coming, and being made Free, And that all Slaves set at Liberty by their Owners; and all Negro, Molatto, or Spanish Indians who are Servants to Masters for Time, in case they come to Want after they shall be so set at Liberty, or the Time of their said Service be Expired, shall be Relieved by such Owners, or Masters respectively, their Heirs, Executors, or Administrators; and upon their, or either of their Refusal so to do, the said Slaves, and Servants shall be Relieved by the Select-Men of the Towns to which they belong: And the said Select-Men shall Recover of the said Owners or Masters, their Heirs, Executors or Administrators all the Charge, and Cost they are at for such Relief, in the Usual Manner as in the case of any other Debts.†

IV.

AN ACT for prohibiting the Importation of Indian, Negro, or Molatto Slaves.‡

Whereas the Increase of Slaves in this Colony is injurious to the Poor, and inconvenient :

Be it Enacted by the Governor, Council, and Representatives, in General Court assembled, and by the Authority of the same, That no Indian, Negro, or Molatto Slave, shall, at any Time hereafter be brought or imported into this Colony, by Sea or Land, from any Place or places whatsoever, to be disposed of, left, or sold within this Colony.

* This section passed May, 1723.

† Passed May, 1711.—*Colonial Records*, v., 233.

‡ Passed October, 1774.

Be it further Enacted by the Authority aforesaid, That any Person or Persons, who shall hereafter, contrary to the true intent of this Act, import or bring any Indian, Negro, or Molatto Slave or Slaves into this Colony, to be disposed of, left, or sold within the same, or who knowing such Slave or Slaves to be so imported and brought into this Colony, shall receive or purchase them or any of them, shall forfeit and pay to the Treasurer of this Colony the Sum of One Hundred Pounds lawful money, for every Slave so imported, brought into this Colony, received, or purchased, to be recovered by Bill, Plaint, or Information, in any Court of Record proper to try the same.

And that it shall be the Duty of all Constables and Grand Jurors to enquire after, and make Presentment of all Breaches of this Act.

V.

*AN ACT in addition to, and alteration of an Act, entitled
“AN ACT concerning Indian, Molatto, and
“Negro Servants and Slaves.”*

Whereas it stands Enacted in said Act, *“That all Slaves set
“at Liberty by their Owners, and all Negro, Molatto or Spanish
“Indians who are Servants to Masters for Time, in Case they come
“to Want after they shall be set at Liberty, or the time of their
“said Service be expired, shall be relieved by such Owner, or Mas-
“ter respectively, their Heirs, Executors, or Administrators.”*

Therefore, *Be it enacted by the Governor, Council, and Representatives, in General Court assembled, and by the Authority of the same, That if any Master or Owner of any Servant or Slave, shall apply to the Select-men of the Town to which he belongs, for Liberty or Licence to Emancipate or make Free any such Servant or Slave it shall be the Duty of such Select-men to inquire into the Age, Abilities, Circumstances and Character of such Servant or Slave, and if they or the major Part of them, shall be of Opinion that it is likely to*

be consistant with the real Advantage of such Servant or Slave, and that it is probable that the Servant or Slave will be able to support his or her own Person, and that he or she is of good and peaceable Life and Conversation; such Selectmen or the major Part of them, shall give to the Owner or Master of such Servant or Slave, a Certificate under their Hands of their Opinion in the Premises, and that the Master or Owner of such Servant or Slave hath Liberty to emancipate and set at Liberty such Servant or Slave. And if the Master or Owner of any Servant or Slave shall, on receiving such Certificate, emancipate and set at Liberty such Servant or Slave, he, his Heirs, Executors and Administrators, shall be forever discharged from any Charge or Cost which may be occasioned by maintaining or supporting the Servant or Slave made Free as aforesaid; any Law, Usage, or Custom to the contrary notwithstanding.*

And Whereas sound policy requires that abolition of slavery should be effected as soon as may be consistent with the rights of individuals, and the public safety and welfare. Therefore, Be it enacted, That no negro or molatto child, that shall after the first day of March, one thousand seven hundred and eighty-four, be born within this State, shall be held in servitude, longer than until they arrive to the age of twenty-five years, notwithstanding the mother or parent of such child was held in servitude at the time of its birth; but such child, at the age aforesaid shall be free : any law, usage, or custom to the contrary notwithstanding.†

* Passed in October, 1777.

† Passed at the Revision, in 1784.

VI.

CHAP. II

AN ACT *in addition to, and alteration of* "AN ACT,
"concerning indian, mulatto, and negro
"Servants, and Slaves." *

Be it enacted by the Governour and Council and House of Representatives in General Court assembled, That if any Master or Owner of any Slave, shall be disposed to emancipate and make free such slave, and shall apply to any two of the civil authority, or one of the civil authority and two of the selectmen of the town, to which he belongs, it shall be the duty of said authority, or authority and selectmen (as the case may be) to enquire into the health and age of such slave, and if they find upon examination, that such slave is in good health, and is not of greater age than forty-five years, or less age than twenty-five years, said authority, or authority and selectmen shall give to the owner or master of such slave a certificate thereof under their hands. *Provided* that previous to giving such certificate, the persons giving the same shall be convinced by actual examination, of the slave to be made free by such certificate, that he or she is desirous thereof,

And if the master, or owner of any slave, shall on receiving such certificate, emancipate and set at liberty such slave, he, his heirs, executors and administrators shall be forever discharged from any charge, or cost, which may be occasioned by maintaining or supporting the slave made free as aforesaid, *Provided*, That the letter of emancipation and certificate, shall be recorded in the records of the town where the master of such slave resides.

* Enacted in May, 1792.

VII.

CHAP. III.

AN ACT *in addition to an Act entitled "AN ACT concerning
"indian, mulatto, and negro Servants and Slaves."* *

Be it enacted by the Governour and Council and House of Representatives, in General Court assembled, That no negro or mulatto child, born within this state after the first day of August, 1797 shall be held in servitude longer than until he or she arrive to the age of twenty-one years; not withstanding the mother or parent of such child was held in servitude at the time of its birth, but such child at the age aforesaid shall be free : any law, usage or custom to the contrary notwithstanding.

VIII.

CHAP. IV.

AN ACT *to repeal certain Paragraphs of an Act entitled
"AN ACT concerning indian, mulatto, and
"negro Servants and Slaves."* †

Be it enacted by the Governour and Council and House of Representatives in General Court assembled, That the first, second, third, fourth, fifth, sixth, seventh and eighth paragraphs of said act be, and they are hereby repealed.

* Enacted in May, 1797.

† Enacted in October, 1797.

IX.

CHAP. V.

AN ACT to prevent the Slave Trade.*

Be it enacted by the Governour and Council and House of Representatives in General Court assembled, That no citizen or inhabitant of this state, shall for him self, or any other person, either as master, factor, super cargo, owner or hirer, in whole, or in part, of any vessel, directly or indirectly, import or transport, or buy or sell, or receive on board his or her vessel with intent to cause to be imported or transported, any of the inhabitants of any country in Africa, as slaves or servants, for term of years; upon penalty of one hundred and sixty seven dollars, for every person so received on board as aforesaid; and of one thousand six hundred and sixty seven dollars for every such vessel employed in the importation or transportation afore said; to be recovered by action, bill, plaint, or information : the one half to the plaintiff, and the other half to the uses of this state. And all insurance which shall be made in this state, on any vessel fitted out to the intent afore said, and employed as afore said, or on any slave or servants shipped on board as afore said for the purpose afore said, shall be void. And this act may be given in evidence, under the general issue in any suit commenced for the recovery of such insurance. Be it further enacted That if any person shall kidnap, decoy or forcibly carry off, out of this state, any free negro, indian, or mulatto, or any person entitled to freedom at the age of twenty-five years inhabitants or residents within this state; or shall be aiding or assisting therein, and be thereof duly convicted, shall forfeit three hundred and thirty four dollars to the use of this state; to be recovered by bill, plaint, or information, presented by any

* Enacted in October, 1788.

HIS. MAG. Vol. III, 19.

friends of such inhabitant or resident, which he is hereby authorized to do. And the court before whom the trial shall be, shall, in addition to said penalty, on conviction, give to the prosecutor, for the use of such injured inhabitant, or his family, (if any he have) such sum in damages, as they shall judge just and reasonable, to be applied in such way and manner as the court shall direct; and the said prosecutor shall give bond, with surety, before the court, for the application of the sums recovered, before he has execution thereof. *Provided*, That nothing in this act shall operate to prevent persons removing out of this state, for the purpose of residence, from carrying or transporting with them, such negroes or mulattoes, as belong to them, or to prevent persons living within this state, from directing their servants out of this state, about their ordinary and necessary business. *And be it further enacted*, That all persons who now are, or hereafter shall be possessed of any child, or children, born after the first day of March, 1784, and which by law shall be free at the age of twenty-five years, shall within six months from the rising of this assembly, or within six months after the birth of any such child, deliver, or cause to be delivered to the town clerk of the town where such possessor belongs, the name of such possessor, as also the age, name, and sex of every such child or children, on oath to the best of his or her knowledge, under the penalty of *seven dollars*, for each and every month's neglect, to be recovered before an assistant or justice of the peace; the one half to the complainant, and the other half to the use of the poor of the town where such child or children live.

X.

At a General Assembly of the State of Connecticut holden at New Haven in said State, on the 2d Thursday of Oct. A. D. 1788.

AN ACT to prevent the Slave-Trade.

Be it enacted by the Governour, Council and representatives in General Court assembled, and by the authority of the same; That no citizen or inhabitant of this State shall for himself or any other person, either as a master, factor, super cargo, owner or hirer, in whole or in part, of any vessel, directly or indirectly, import or transport, or buy or sell, or receive on board his or her vessel, with intent to cause to be imported or transported, any of the inhabitants of any country in Africa, as Slaves or servants for term of years; upon penalty of fifty pounds for every person so received on board as aforesaid; and of five hundred pounds for every such vessel employed in the importation or transportation aforesaid; to be recovered by action, bill, plaint, or information, the one half to the plaintiff, and the other half to the use of the State: and all insurance, which shall be made in this State, on any vessel fitted out to the intent aforesaid and employed as aforesaid, or on any slaves or servants shipped on board as aforesaid, for the purpose aforesaid; shall be void, and this act may be given in evidence, under the general issue, in any suit commenced for the recovery of such insurance.

Be it further enacted by the authority aforesaid, that if any person shall kidnap, decoy or forcibly carry off out of this State, any free Negro, Indian, Mulatto, or any person entitled to freedom at the age of twenty-five years, inhabitants or residents within this State, or shall be aiding or assisting therein, and be thereof duly convicted, shall forfeit one hundred pounds to the use of this State, to be recovered by bill, plaint or information, presented by any friend of such inhabitant or resident, which he is hereby authorized to do;

and the court before whom the trial shall be, shall in addition to said penalty, on conviction, give to the prosecutor, for the use of such injured inhabitant, or his family, if any he have, such sum in damages, as they shall judge just and reasonable, to be applied in such way and manner, as the court shall direct; and the said prosecutor shall give bond, with surety, before the Court, for the due application of the sums recovered, before he has execution thereof. *Provided* that nothing in this act shall operate to prevent persons removing out of this State, for the purpose of residence, from carrying or transporting with them, such Negroes or Mulattoes, as belong to them, or to prevent persons living within this State, from directing their servants out of this State, about their ordinary and necessary business.

And be it further enacted by the authority aforesaid ; That the owner, master or factor of each and every vessel clearing out for the coast of Africa, or suspected by any citizen of this State, to be intended for the slave trade in any part of the world, and the suspicion being declared to the naval officer, by such citizen, on oath, and such information being to the satisfaction of such naval officer, shall first give bond with sufficient sureties, to the treasurer of this State, in One thousand pounds, that none of the natives of Africa or any other foreign country, shall be taken on board said ship or vessel, during her voyage, with intent to be transported as slaves, to any other part of the world.

And be it further enacted by the authority aforesaid ; That all persons who now are or hereafter shall be possessed of any children born after the first day of March 1784 and which by law shall be free at the age of twenty five years, shall within six months from the rising of this Assembly, or within six months after the birth of any such child, deliver or cause to be delivered to the town clerk of the town, where such possessor belongs, the name of such possessor, as also the age, name and sex of every such child or children, on oath, to the best of his or her knowledge under the penalty of forty

shillings for each and every month's neglect, to be recovered before an assistant or justice of the peace, the one half to the complainant and the other half to use of the poor of the town where such children live.

XI.

CHAP. VI.

AN ACT *in addition to an Act, entitled* "AN ACT to
"prevent the slave trade." *

Be it enacted by the Governour and Council and House of Representatives in the General Court assembled, That any forfeiture incurred by the breach of the third paragraph of said act, may be recovered by action, bill, plaint, or information, the one half to the plaintiff, and the other half to the use of this State.

XII.

CHAP. VII.

AN ACT *in addition to an Act, entitled* "AN ACT to
"prevent the Slave Trade." †

Be it enacted by the Governour and Council and House of Representatives in General Court assembled, That no citizen or inhabitant of this state, shall transport out of this state for the purpose of selling into any other state, country or kingdom, either directly or indirectly, or buy or sell with intent to transport out of this state, or shall sell if transported, or shall aid, assist, or abet in buying or selling for the purpose aforesaid, or transporting into any other state, country or kingdom, any negro, mulatto, slave or servant, for years, upon penalty of three hundred and thirty four dollars, to be

* Enacted in October, 1789.

† Enacted in May, 1792.

recovered by action, bill, plaint or information, The one half to the plaintiff, and the other half to the use of this state. And all notes, bonds, mortgages, or securities of any kind or description, made or executed in payment, or part payment, for any negro, indian, mulatto, slave or servant, bought or sold, contrary to the true intent and meaning of this act, are hereby declared void. and of no effect. *Provided*, That nothing in this act shall operate to prevent persons removing out of this state for the purpose of residence, from carrying or transporting with them such negroes, indians, or mulattoes, as belong to them, or to persons living within this state, from directing their servants out of this state, about their ordinary business and necessary business. *Be it further Enacted by the Authority aforesaid*, That all *Indians*, Male, or Female, of what Age soever, Imported, or Brought into this Colony by Sea, or Land from any Place whatsoever, to be Disposed of, Left, or Sold within this Colony, shall be Forfeited to the Treasury of this Colony, and may be seised, and Taken accordingly; Unless the Person, or Persons Importing, or Bringing in such *Indian* or *Indians* shall give Security to some Naval Officer in this Colony of *Fifty Pounds per Head* to Transport, or Carry out the same again within the Space of one Months next after their coming, not to be Returned back to this Colony.

And every Master of Ship, or Vessel, Merchant, or Person whatsoever Importing, or Bringing into this Colony, by Sea, or Land any *Indian*, or *Indians*, Male, or Female, as aforesaid, shall within the Space of Twenty Four Hours after their Arrival, or Coming in, Report, and Enter their Names, Number, and Sex, and give Security to some Naval Officer, as aforesaid, on pain of Forfeiting to the Treasury of this Colony the Sum of *Fifty Pounds per Head* : To be Sued for, and Recovered in any of His Majesty's Courts of Record, by Action, Bill, Plaint, or Information.

XIII.

Sections 1, 2, 3, 4, 5, 6, 7, 8, repealed in 1797, are the first eight Sections of the law, on Page 229 of the Laws, Edition of 1769.

In May 1717. In the Lower House, a bill passed prohibiting negroes, purchasing land without liberty from the House and also from living in families of their own, without such liberty.

XIV

An Act was passed in 1838 entitled, *An Act for the fulfilment of the obligations of this State, imposed by the Constitution of the United States, in regard to persons held to service or labor in one State escaping into another, and to secure the right of Trial by Jury, in the cases herein mentioned.*

The Act is too long to be copied here. The real object of the Act was, to nullify the Act of Congress, passed in 1793, for the return of fugitive slaves.*

XV.

(Law of 1844.)

SECTION 5. No Judge, Justice of the peace, or other, appointed under the authority of this State, shall be authorised as such, to issue, or serve any warrant or process, for the arrest, or detention, of any person escaping into this State claimed to be a fugitive from labor or service, as a Slave under the laws of any other State or country, or to grant a certificate of the title of any claimant to the services of any such person, with a view to his detention, or his removal out of this State, and any such Warrant or process so issued, and any certificate so granted by any Judge, Justice of the peace, or other officer of this State, shall be utterly void, and shall

* See *Local Law*, pp. 97, 98.

constitute no justification for any act done under the same; provided, that nothing herein contained shall be construed to impair any rights, which by the Constitution of the United States, may pertain to any person, to whom, by the laws of any other State, labor or service may be due, from any fugitive escaping into this State, or to prevent the exercise in this State of any powers which may have been conferred by Congress, on any Judge or other officer, of the United States, in relation to such rights.

XVI.

AN ACT TO PREVENT SLAVERY.

SEC. 1. BE IT ENACTED *by the Senate and House of Representatives, in General Assembly convened*, that no person shall hereafter be holden in Slavery.

SEC. 2. All persons until this time held in Slavery, and all persons heretofore Slaves, who have been emancipated by their masters, if they are reduced to want, shall be supported by their former Masters, their heirs, executors, and administrators, and on their refusal, the Select-men of the town where such persons belong, shall provide for their support; and the town shall be entitled, in proportion on the case, to recover all the expense of such support from the former Masters of such persons, or their heirs, Executors or Administrators, *provided* that nothing herein contained shall apply to cases where the Master emancipating his slave, has been heretofore exempted by law from liability for his support.

SEC. 3. The first, second, third, sixth, and seventh Sections of an Act entitled an Act to prevent slavery are hereby repealed.

Approved June 12, 1848.

XVII.

*AN ACT for the Defense of Liberty in this State,
passed in 1854.*

SECT. 1. Every person who shall falsely and maliciously declare, represent, or pretend, that any free person entitled to freedom, is a slave, or owes service or labor to any person or persons, with intent to procure or to aid or assist in procuring the forcible removal of such free person from this State as a Slave, shall pay a fine of five thousand dollars and be imprisoned five years in the Connecticut State prison.

SECT. 2. In all cases arising under this Act, the truth of any declaration, representation or pretense, that any person being or having been in this State is or was a slave, or owes or did owe service or labor to any other person or persons, shall not be deemed proved, except by the testimony of at least two credible witnesses testifying to facts directly tending to establish the truth of such declaration, pretense or representation, or by legal evidence equivalent thereto.

SECT. 3. Every person who shall wrongfully and maliciously seize, or procure to be seized, any free person entitled to freedom, with intent to have such free person held in slavery, shall pay a fine of five thousand dollars and be imprisoned five years in the Connecticut State prison.

SECT. 4. Upon the trial of any prosecution arising under this act, no deposition shall be admitted as evidence of the truth of any statement in such deposition contained.

SECT. 5. If, upon the trial of any prosecution arising under this act, any witness shall, in behalf of the party accused, and with intent to aid him in his defense, falsely and wilfully, in testifying, represent or pretend, that any person is or ever was a slave, or does or did owe service or labor to any person or persons, such witness shall pay a fine of five thousand dollars, and be imprisoned five years in the Connecticut State prison.

SECT. 6. Whenever complaint or information shall be made against any person for any offense described in any section of this act, and upon such complaint or information, a warrant shall have been duly issued for the arrest of such person, any person who shall hinder or obstruct a Sheriff, Deputy Sheriff or Constable in the service of such warrant, or shall aid such accused person in escaping from the pursuit of such officer, shall be imprisoned one year in the Connecticut State prison.

SECT. 7. No declaration, pretense or representation that any person is or was an apprentice for a fixed term of years or owes or did owe service merely as such an apprentice, for such fixed term, shall be deemed prohibited by this act, and no such declaration, pretense or representation that any person is or was such an apprentice for such fixed term, or owes or did owe service merely as such an apprentice for such fixed term, shall be liable to any penalty under this act.

XVIII.

I. In the year 1818, when the Constitution was adopted, in that instrument, white citizens only were allowed to vote.

II. In the year 1847, the question of striking out the word "white" was first submitted to the people—Yeas five thousand, three hundred, and fifty-three; Nays nineteen thousand, one hundred, and forty-eight; Majority against the measure, thirteen thousand, seven hundred, and ninety-five.

III. In the year 1865, the same question was submitted and resulted, Yeas twenty-seven thousand, two hundred, and seventeen; Nays thirty-three thousand, four hundred, and eighty-nine; Majority against the measure, six thousand, two hundred, and seventy-two.

IV. In the year 1869, at the May Session, the Legislature ratified the amendment to the Federal Constitution, allowing negroes to vote. Senate, Yeas twelve, Nays five; House, Yeas one hundred and twenty-six, Nays one hundred and four.

This vote of the Legislature seems to have been a partisan vote.

SOME BRIEF REMARKS

ON

The Address of the

Honorable CHARLES FRANCIS ADAMS, LL.D.,

PRONOUNCED ON THE OCCASION OF THE DEDICATION OF A NEW
LIBRARY BUILDING FOR THE USE OF THE
“ STATE HISTORICAL SOCIETY, OF
WISCONSIN,”

Founded by the late

LYMAN C. DRAPER.

SOME BRIEF REMARKS

ON THE ADDRESS OF

Hon. CHARLES FRANCIS ADAMS, LL. D.

At Madison, Wisconsin, on the 19th October last, there was a notable gathering, assembled for the dedication of a new, spacious and handsomely appointed library building, needed for the accommodation of the vast accumulation of books, newspapers, pamphlets and manuscripts of the "State Historical Society of Wisconsin." The orator of the day was the Hon. Charles Francis Adams, LL. D., President of the Massachusetts Historical Society. The writer's purpose is, to comment on a portion of this somewhat remarkable address on slavery. Before doing so, he is impelled to refer to the splendid life work of the late Lyman C. Draper as there exhibited ! A public-spirited citizen, to whose intelligent foresight and continuous labors this truly great library, in a distant Northwestern State, owes its existence, in a little more than a generation of time !

Our late gifted townsman, William Gilmore Simms, many years ago, wrote these expressive lines, which might be truthfully included in Mr. Draper's epitaph :

"O ! Boy ! Man ! What a world is in the keeping,
Of him who nobly aims and bravely toils;
Speed to the work, we'll all have time for sleeping,
When we have shuffled off these mortal coils."

The late Mr. Draper evidently lived in an appreciative community, who were responsive to his high aims; among people who believed that history, literature, scholarship, represent the higher development of every community, with the capacity to value the genius, which cannot work with material instruments; yet, which once recognized, stands thenceforth, as a part of the glory of the whole people ! This splendid example of individual effort should be an incentive to older communities; to be imitated, with the certainty of beneficent results !

The Truth of History.

Mr. Adams represents the fourth generation of a family, with prominent representatives in each, and identified with the public life of the "Federal Union" for a century and a quarter. His topic was "the sifted grain and the grain sifter," and he has referred to African Slavery, and its political sequences in so new and interesting a fashion, as to make his views of consequence, containing as they do, some most surprising statements of facts not heretofore appearing, while he carefully omits, many pertinent matters which should have been most certainly included in a so-called historical paper. The implication of this able and eloquent address is, to separate the "Southern, or late Slave States" of the "Federal Union" from the Northern States; the former are made to represent all manner of wickedness, while the latter, from the implied altitude of superiority, have moved on the elevated line of "the stars in their courses."

"The Sifted Grain and the Grain Sifter."

We make some quotations from his address relating to slavery, and will comment on them with the purpose of supplying important information which, *in an historical address on African slavery in the "Federal Union,"* should be regarded as *obligatory*, and cannot very well be ignored, or attempted, as in this case.

In doing so the writer disclaims any intention of initiating anew a discussion or controversy on African slavery; the institution has passed away long years ago, and no intelligent Southerner desires, or would consent to its recall; when the slaves were set free, *their owners were emancipated* from a colossal burden; yes, forever released! More than a generation has passed since, with absolute governmental control of the freedman, even under "War Powers;" with several varieties of damaging experiments tried, and ending in utter failure, and the question is, as yet unanswered, what best to

do? Like Banquo's ghost, it will not down! Unfortunately for the whole country, the end is not yet!

The writer has seen a cargo of naked Africans crowded into a slave ship, brought into the port of Charleston by capture, on its way to the West Indies, just previous to "the War between the States;" the scene is fixed in memory; and life-long thoughts have been present since. Here was witnessed barbarism, thousands of years old, at the portal of civilization, and these Africans were remanded to barbarism. There has remained since, the reflection that for six generations—the care and responsibility for such barbarism has been fixed on the Southern people by the ship owners and mariners of *Old* and *New* England, who each amassed and put away vast wealth from this sinister traffic! Again, the knowledge of the marvellous change from these specimens of barbaric Africans, compared to their numerous descendants, in and out of the South, civilized and Christianized, and the alleged despised masters who wrought this marvellous change, through six generations of time, did so as charged, "against the stars in their courses."

A gifted writer has recently said: "They had to train and teach a race of savages—a race which had never known the rudiments of decency, civilization or religion; a people which, despite the labors of colonists and missionaries, is seen in Africa to-day, as they were a thousand years ago; but a race which, influenced by these lives, taught by these Southern people for six generations, proved in the day of trial the most faithful of servants, and was declared in 1863, by the Northern people, to be its equal in civil and political rights."

* * * * *

(1) "Two and fifty years ago, when, in the summer of 1848, Wisconsin first took shape as a recognized political organization—a new factor in man's development—human evolution was laboring over two problems—*nationality and slavery*. Slavery—that is, the ownership of one man, or one

class of men, by another man, or class of men—*had existed, and been accepted as a matter of course, from the beginning.*

Historically, the proposition did not admit of doubt. In Great Britain bondage had only recently disappeared, and in Russia it was still the rule; while, among the less advanced nations, its rightfulness was nowhere challenged. With us here in America, it was a question of race. The equality of whites before the law was an article of political faith; not so that of the blacks. The Africans were distinctly an inferior order of being, and, as such, not only in the Southern, or Slave States, but throughout the North also, not entitled to the unrestricted pursuit on equal terms of life, liberty and happiness. Hence a fierce contention—the phase, as it presented itself on the land discovered by Columbus in 1492, of the struggle inaugurated by Luther in 1517. Its work was thus, so to speak, cut out for Wisconsin in advance of its being. Its place in the design of the great historical scheme prenatally assigned to it. How, then, did it address itself to its task? How perform the work thus given it to do? Did it, standing in the front rank of progress, help the great scheme along? Or, identifying itself with that reactionist movement ever on foot, did it strive with the stars in their courses? ”

(2) “Here in the United States the form in which the issue of the future took shape between 1830, when it first presented itself, and 1848, when Wisconsin entered the sisterhood of States, is even yet only partially understood, in such occult ways did the forces of development interact and exercise influence on each other. For reasons not easy to explain, also, certain States came forward as the more active exponents of antagonistic ideas—on the one side Massachusetts; on the other first, Virginia, and later South Carolina. The great and long sustained debate, which closed in an appeal to force in the spring of 1861, must now be conceded as something well nigh inevitable from fundamental conditions which dated from the beginning. *It was not a question of slavery;*

it was one of nationality. The issue had presented itself over and over again in various forms, and in different parts of the country, ever since the Constitution had been adopted—now in Pennsylvania, now in Tennessee, now in New England, even here in Wisconsin; but, in its most concrete form, in South Carolina. It was a struggle for mastery between centripetal and centrifugal forces. At the close slavery was, it is true, the immediate cause of quarrel, but the seat of disturbance lay deeper. In another country, and under other conditions, it was the identical struggle which, in feudal times, went on in Great Britain, in France, and in Spain, and which, more recently, and in our own day only, we have seen brought to a close in Germany and in Italy—the struggle of a rising spirit of nationality to overcome the clannish instinct—the desire for local independence.”

(3) “In the beginning, Virginia stood forward as the exponent of State Sovereignty. Jefferson was its mouth-piece. It was he who drew up the famous Virginia and Kentucky Resolutions of 1798-99, and his election to the Presidency in 1800 was the recognized victory of the school of States’ Rights over Federalism. Later the parties changed sides—as political parties are wont to do. Possession of the Government led to a marked modification of views; new issues were presented; and, in 1807, the policy which took shape in Jefferson’s Embargo, converted the Federalist into a disunion organization, which disappeared from existence in the famous Hartford Convention of 1814-15. New England was then the centre of the party of the centrifugal force, and the issues were commercial. Fortunately, up to 1815, the issue between the spirit of local sovereignty and the ever-growing sense of nationality had not taken shape over any matter of difference sufficiently great and far-reaching to provoke an appeal to force. Not the less for that was the danger of conflict there—a sufficient cause and suitable occasion only were wanting, and those under ordinary conditions might be counted upon to present themselves in due course

of time. They did present themselves in 1832, still under the economical guise. But now the moral issue lurked behind, though the South did not yet stand directly opposed to the advancing spirit of the age. But Nullification—the logical outcome of the theory of absolute State Sovereignty—was enunciated by Calhoun, and South Carolina took from Virginia the lead in the reactionary movement from nationality. The danger once more passed away; but it is obvious to us now, and, it would seem, should have been plain to any cool-headed observer then, that, when the issue next presented itself, a trial of strength would be well nigh inevitable. The doctrine of State Sovereignty, having assumed the shape of Nullification, would next develop that of Secession, and the direct issue over Nationality would be presented.”

(4) “Almost before the last indications of danger over the economical question had disappeared, slavery loomed ominously up. They did not realize it at the time, but it was now an angry wrangle over a step in the progressive evolution of the human race. The equality of man before the law and his Maker was insisted upon, and was denied. It was a portentous issue, for in it human destiny was challenged. The desperate risk the Southern States then took is plain enough now. They entered upon a distinctly reactionary movement against two of the foremost growing forces of human development—the tendency to nationality and the humanitarian spirit. Though they knew it not, they were arraying themselves against the very stars in their courses.”

(5) “While in the South it passed from Virginia to Carolina, in the North it remained in Massachusetts. Three men then came forward there, voicing more clearly than any or all others what was in the mind of the community in the way of aspiration, whether moral or political. *These three were: William Lloyd Garrison, Daniel Webster and John Quincy Adams; they were the prophetic voices of that phase of American political evolution then in process.* Their messages, too, were curiously divergent; and yet, apparently contradictory, they were, in

reality, supplementary to each other. Garrison developed the purely moral side of the coming issue. Webster preached nationality, under the guise of love of the Union. Adams, combining the two, pointed out a way to the establishment of the rights of man under the Constitution, and within the Union."

(6) "Recurring, then, to the three men I have named as voicing systematically a message of special significance in connection with the phase of political evolution, or of development, if that word is preferred, then going on—Garrison's message was distinctly moral and humanitarian. In a sense, it was reactionary, and violently so. In it there was no appeal to patriotism, no recognition even of nationality. On the contrary, in the lofty atmosphere of humanitarianism in which he had his being, I doubt if Garrison ever inhaled a distinctly patriotic breath; while he certainly denounced the Constitution, and assailed the Union. He saw only the moral wrong of slavery, its absolute denial of the fundamental principle of the equality of men before the law and before God, and the world became his—where freedom was, there was his country. To arouse the dormant conscience of the community by the fierce and increasing denunciation of a great wrong, was his mission, and he fulfilled it; but, curiously enough, the end he labored for came in the way he least foresaw, and through the very instrumentality he had most vehemently denounced—it came within that Union which he had described as a compact with death, and under that Constitution which he had arraigned as a covenant with hell. Yet Garrison was undeniably a prophet, voicing the Gospel as he saw it, fearlessly and without pause. As such, he contributed potently to the final result."

(7) "Next Webster. It was the mission of Daniel Webster to preach nationality. In doing so, he spoke in words of massive eloquence in direct harmony with the most pronounced aspiration of his time—that aspiration which has asserted itself, and worked the most manifest results of the

nineteenth century in both hemispheres—in Spain and Prussia during the Napoleonic war, in Russia during the long Slavonic upheaval; again more recently in Germany and Italy, and finally in the United States. The names of Stein, of Cuvour, and of Bismarck, are scarcely more associated with this great instinctive movement of the century, than is that of Daniel Webster. His mission it was to preach to this people Union, one and indivisible; and he delivered his message.”

(8) “The mission of J. Q. Adams, during his best and latest years, while a combination of that of the two others, was different from either. His message, carefully thought out, long retained, and at last distinctly enunciated, was his answer to the Jeffersonian theory of State Sovereignty, and Calhoun’s doctrine of Nullification and its logical outcome, Secession. With both theory and doctrine, and their results, he had during his long political career been confronted; on both he had reflected much. It was during the administration of Jefferson, and on the question of Union, that he had, in 1807, broken with his party and resigned from the Senate; and with Calhoun he had been closely associated in the cabinet of Monroe. Calhoun also had occupied the Vice-Presidential chair during his own administration. He now met Calhoun face to face on the slavery issue, prophetically proclaiming a remedy for the moral wrong and the vindication of the rights of man, *within the Union and under the Constitution, through the exercise of inherent war powers, whenever an issue between the sections should assume the insurrectionary shape. In other words, Garrison’s moral result was to be secured, not through the agencies Garrison advocated, but by force of that nationality which Webster proclaimed. This solution of the issue, J. Q. Adams never wearied of enunciating, early and late, by act, speech and letter; and his view prevailed in the end.* Lincoln’s proclamation of January, 1863, was but the formal declaration of the policy enunciated by J. Q. Adams, on the floor of Congress in 1836, and again in 1841, and yet again in greater detail in 1842. It was he

who thus brought the abstract moral doctrines of Garrison into unison of movement with the nationality of Webster."

"The time now drew near when Wisconsin was to take her place in the Union, and exert her share of influence on the national polity, and through that polity on a phase of political evolution. South Carolina, by the voice of Calhoun, was preaching reaction through slavery, and in defiance of nationality; Massachusetts, through Garrison and Webster, was proclaiming the moral idea and nationality as abstractions; while J. Q. Adams confronted Calhoun with the ominous contention that, the instant he or his had recourse to force, that instant the moral wrong could be made good by the sword wielded in defense of Nationality, and in the name of the Constitution."

"Returning now to the Presidential election of 1848, it will be found that Wisconsin, the youngest community in the Union, came at once to the front as the banner State of the West in support of the principles on which the Union was established, and the maintenance and vindication of those fundamental principles within the Union and through the Constitution ??? In that canvas the great issues of the future were distinctly brought to the front."

"For the disciples of J. Q. Adams in both political camps, it was as if the cry had again gone forth: "To your tents, O Israel!"—and a first fierce blast of the coming storm then swept across the land. In August the Dissentients met in conference at Buffalo, and there first enunciated the principles of the American political party of the future—that party which, *permeated by the sentiment of Nationality, was destined to do away with slavery through the war power, and to incorporate into the Constitution the principle of the equality of man before the law, irrespective of color or of race.*"

"In 1836 Mr. Adams represented in Congress what was then the Massachusetts "Plymouth" District. In April of that year the issue, which, just twenty-five years later, was to result in overt civil war, was fast assuming shape; for, on the 21st of the month, the battle of San Jacinto was fought,

resulting immediately in the independence of Texas, and more remotely in its annexation to the United States, and the consequent War of Spoliation (1846-48) with Mexico. At the same time petitions in great number were pouring into Congress from the Northern States, asking for the abolition of slavery, and the prohibition of the domestic slave trade, in the District of Columbia; the admission into the Union of Arkansas, with a Constitution recognizing slavery, was also under consideration. In the course of a long personal letter, dated April 4th, 1836 written to the Hon. Solomon Lincoln, of Hingham, a prominent constituent of his, Mr. Adams made the following incidental reference to the whole subject, indicative of the degree to which the question of martial law as a possible factor in the solution of the problem then occupied his mind :

“The new pretension of the slave representations in Congress, of a right to refuse to receive petitions, and that Congress have no Constitutional power to abolish slavery or the slave trade in the District of Columbia, forced upon me so much of the discussion as I did take upon me, but in which you are well aware I did not, and could not speak a tenth part of my mind. I did not, for example, start the question whether by the Law of God and of Nature, man can hold property, hereditary property in man—I did not start the question whether in the event of a servile insurrection and war, Congress would not have complete, unlimited control over the whole subject of slavery, even to the emancipation of all the slaves in the State where such insurrection should break out, and for the suppression of which the freedom of Plymouth and Norfolk Counties, Massachusetts, should be called by Act of Congress to pour out their treasures and to shed their blood. Had I spoken my mind on those two points, the sturdiest of the Abolitionists would have disavowed the sentiments of their champion.”

* * * * *

Referring to the first quoted paragraph (1), read in connection with the Constitution of the “Federal Union,” and

with Mr. Adams' graphic description of the universality of human bondage at that date in many forms, the writer finds for the first time, this new declaration of *two* problems—"Nationality or Slavery?" It seems so strange that no allusion is made, at this point of the address, to the organic law of the land, which unquestionably recognized slavery as property, and representation in Congress based thereon, with the equally conspicuous fact that there would have been no "Federal Union" without such recognition, for at that date slavery really existed in all the "old thirteen;" writing, too, of a period when slave property was represented in Congress; when every member before taking his seat, was obliged to take an oath to support and defend that Constitution. This new declaration must be accepted as the date of that "higher law" than the Constitution, and of course, made in secret, and it will be interesting to follow its subsequent course.

In the second paragraph quoted (2), the orator is quite discursive, and brings to his aid a presentation of conditions abroad, running through four centuries of time, when, as a matter of fact, the conditions in our "Federal Union," under a written Constitution, were only properly to be considered. To substitute for this, a sentimental picture of "the rising spirit of Nationality, to overcome the desire for local independence," to deny the naked fact that the true meaning of the war issue with England in 1776, as presented in the "Declaration of Independence," and achieved by a seven years war, with costly sacrifices, in which South Carolina had borne the larger share, was the purpose to secure the then most desired end—"the consent of the governed" as a primal condition in the new "Federal Union," is what Mr. Adams goes on record as asserting and believing.

In reading the third (3) quoted paragraph, one cannot but admire the truthfulness of the narrative, in exhibiting New England as the originator of secession and disunion, and especially for purely local causes, asserting forcefully the dogma of "*the consent of the governed*;" this is certainly

treated *historically*, and in its proper place. And true it also is, that disunion had its origin in New England, and but for the peace of 1815, the purpose behind the Hartford Convention would have culminated in the withdrawal of those States from the "Federal Union;" yet how remarkable is the further fact, that the orator utters no word of regret or censure at the intentions of these selfish and deliberate Revolutionists, fixed in purpose to go to the extreme of disunion, to assert and defend *their supposed local interests!*

In the fourth (4) quoted paragraph, Mr. Adams is again eloquently sentimental—he refers pathetically to the "progressive evolution of the human race," "the equality of man before the law (?) and his Maker insisted on," "human destiny challenged," "arraying themselves against the very stars in their courses," etc.

The writer reviewing these curious utterances, is forced to think them out of place in an historical address; that the real origin and progress of slavery, and its resultant conditions in the "Federal Union," would have been more appropriate if treated historically; and as it is absolutely necessary to amend this faulty record, to have a proper understanding of the subject, under the Constitution, the writer will supply some of the omissions.

Ever since Captain William Hawkins, about 1534, visited the Guinea Coast and carried off Africans to slavery, followed by his son, Captain John Hawkins, who founded on an extensive scale, *the English Slave Trade*, England for 270 years led the world in this dreadful traffic, in which New England largely participated, *as a good second!* It is a notorious fact, that the African slaves in America were landed in Southern ports, by the ship owners and mariners of Old and New England; it was a lucrative trade, and was pursued relentlessly by these money-loving and money-getting people up to the early years of the XIX Century. Large fortunes were realized on a single successful voyage; when this is multiplied by hundreds, and even thousands of voyages, the aggregate

of wealth must have been enormous on both sides of the Atlantic ! What, then, has become of this large wealth ? These immense profits from slave trading ? It will scarcely be denied that much of it is still in existence; the thrift of Old and New England, through careful investments and reinvestments, may be traced to-day into thousands of family estates, paying to descendants their regular semi-annual dividends. It is then highly probable that despite the "*stars in their courses*," families in Old and New England are yet receiving incomes from slavery and the slave trade, due to that acquisitive phase of financial prescience, which, towards the end of the infamous business, passed acts of emancipation, to be effective at future dates, affording ample time and full opportunity to turn their slaves into cash in Southern markets ! If any emancipation act in a Northern State ever caused the loss of the value of one slave, the writer would like to have the evidence of that fact. The generally received opinion is, that to get into a favorable position, to move with "*the stars in their courses*," was skilfully accomplished without pecuniary loss.

Northern slave owners having successfully changed their investments from slave property to numerous secure investments, unloading their slaves on the South, we have in the fifth, sixth, seventh and eighth paragraphs the open declaration of the deliberate purpose to destroy the property sold by them, despite the explicit protection of the Federal Constitution. This effort for spoliation was made through long years, and as the public is now authoritatively informed, with the secret purpose of so shaping events as to evade all compensation for this property; to destroy it, and so prostrate the twelve States interested *materially* and *politically* by these losses in this class of property.

While Garrison is reported as an open revolutionist against the organic law, and is neither reproached nor censured by Mr. Adams, the truly great Webster was pleading for the Constitutional Union of the Fathers, and for this patriotic appeal was politically ignored and publicly denounced !

"So earth's best teachers have been overborne
 By the coarse crowd, and fainting, droop or die;
 They bear the cross, their bleeding brows the thorns,
 And ever hear the clamor—Crucify!"

Ex-President J. Q. Adams, as herein recorded by his grandson, was the author of the scheme by which the war powers of the Federal Union, despite the Constitution, which he had many times solemnly sworn as President and Member of Congress to uphold and defend, was to be secretly the means to the end !!!

The writer fully understands, and as fully appreciates the change of thought on the subject of African slavery; true it is, that "the thoughts of men are widened with the process of the suns." Yet it may be remarked that the poet's thought was not exclusively accepted in Northern communities.

It may well be properly recalled that before England abolished slavery, her Parliament provided compensation to owners, and paid for the slaves she set free !! In the movement against African slavery in the Federal Union, continued surreptitiously, according to Mr. Adams, through an entire generation of time, no instance can be recalled of an individual, town meeting, or any convention of the party, that now boasts of the destruction of the institution. where a voice was ever raised to pay for the property to be so destroyed!

In this way, with untold millions of slave money still in their possession, a revolutionary "remedy for the moral wrong, and the vindication of the rights of man, within the Union, and under the Constitution (???)", through the exercise of inherent war powers, was found." In the presence of such conditions it is well to note the very conspicuous fact, that in putting into execution this purpose, it was done outside of the organic law of the Federal Union, and not until *after the act* was the Constitution amended to suit the new conditions.

Mr. Adams' address on slavery, with its unexpected admis-

sions and omissions, its remarkable statements, should have further comment, but the writer's limit of space is filled, and a concluding paragraph must suffice.

While New England was plying its profitable vocation, in the slave trade, the public records of South Carolina show, that as early as 1698, and in 1712, 1714, 1716, 1740, 1744, 1764, Acts of the Commons House of Assembly were publicly protesting against these slave importations ! That after making all the money possible, and themselves owning slaves, they passed Acts of Emancipation to mature in after years; "*ad interim*" they sold their slaves to the South, and reinvested the proceeds in good interest-bearing securities. Having successfully accomplished this, they began an anti-slavery movement, antagonistic to the Federal Constitution and, that more than one who had solemnly sworn to uphold and defend that Constitution, were for years secretly plotting the destruction of the institution, without compensation, and finally succeeded in destroying \$2,000,000,000 (two billions of property) !! And this was not the sum total of loss—the depreciation of lands in the South, was also enormous and accounts for the physical prostration of the Southern States through an entire generation of time! The pretenders to superior sanctity, with their pockets stuffed full of slave-trade money certainly achieved a great success !!! In the presence of such threatening and unparalleled losses, is there any wonder that a brave people should have resisted this spoliation ; believing that "It is better for us to die in battle than to behold the calamities of our people—and our sanctuary."

REPORT OF THE HEARINGS

BEFORE

The Committee on Naval Affairs

RELATIVE TO

THE PROPOSED TRANSFER OF THE NAVAL STA-
TION FROM PORT ROYAL, S. C., TO
CHARLESTON, S. C.

FEBRUARY 1 AND 5, 1901.

February 9, 1901.—Presented by Mr. Hale, referred to the Committee on Naval Affairs, and ordered to be printed.

[PUBLISHED IN THE YEAR BOOK IN ACCORDANCE WITH THE
FOLLOWING ACTION OF CITY COUNCIL, AT THE REGULAR
MEETING, MARCH 26, 1901.]

Alderman Hanckel offered the following, which was
adopted :

Mr. Mayor and Members of City Council :

A few weeks ago a "resolution of thanks" was most appropriately adopted by this Council to his Honor, the Mayor, and Alderman R. G. Rhett, and those citizens who so ably assisted them in their arguments before the Naval Committee of the Senate of the United States, at Washington, D. C., in regard to the removal of the Naval Station to Charleston; but I think none of us at that time fully appreciated the magnitude of the task these gentlemen had to encounter, and the able manner in which they accomplished it. Nor could we, until we had read this pamphlet—(a copy of which I understand has been sent to each Alderman, and which I hope they have read,)—containing a report of the hearings before the Senate Committee on naval affairs, relating to this subject. I, therefore, believe that it is only proper and right that these proceedings should be officially and permanently preserved, and in order to further this end, I offer the following :

Resolved, that the Mayor be requested to have published in the Year Book the report of the hearings before the Committee on Naval Affairs of the Senate of the United States, relative to the proposed transfer of the Naval Station from Port Royal, S. C., to Charleston, S. C., February 1 and 5, 1901.

PROPOSED TRANSFER OF NAVAL STATION FROM PORT ROYAL TO CHARLESTON, S. C.

Committee on Naval Affairs,
United States Senate,
Washington, D. C., February 1, 1901.

The committee met at 10.30 o'clock A. M.

Present : Senators Hale (Chairman), Perkins, Chandler, Hanna, Penrose, Tillman, Martin, Butler and McEnery.

Present also : Hon. Hilary A. Herbert, ex-Secretary of the Navy, Prof. Lewis M. Haupt, H. C. Ripley, C. E., and others.

Senator Perkins in the chair.

Mr. Herbert. Mr. Chairman, Professor Haupt, a member of the Isthmian Canal Commission, is present, and we would be pleased if you would hear him before adjournment.

The Chairman. We would be glad to hear Professor Haupt.

STATEMENT OF LEWIS M. HAUPT.

Mr. Chairman and Gentlemen :

The subject under consideration is one of grave importance, and as the chairman in presenting the case this morning stated, it had reached the point where it was necessary to consider only the amount of the appropriation, I will speak first of the economies involved, and later of the physical aspects of the problem.

It is of vital importance in the selection of a Naval Station that it shall be accessible at all times, and under all circumstances, and to this end advantage should be taken of natural physical conditions, that the expense of creating and main-

taining adequate channels may be reduced to a minimum. To locate a station where the access to it may be blocked by a sand bar at a critical moment, would be a serious mistake, and might involve the loss of a fleet and its consequent evils. It is a fundamental requirement that the station should be readily accessible at all times, and it should not be dependent upon mechanical means to maintain an open channel.

In case of storms no dredge can work upon an ocean bar, and in case of war it may not be practicable to do so for months at a time, so that the drifting bars may soon obstruct the channel and blockade the fleet if inside, or cut it off from its base of supplies if at sea.

An intelligent consideration of this question must be based upon a comprehensive view of the agencies which create the bars, and their channels along this portion of the coast.

These entrances at Port Royal and Charleston are located upon the northern flank of the great Southern Bay, extending from Cape Hatteras to Cape Florida, 750 miles; while the bight of the bay, at Jekyl's Island, Georgia, is 200 miles from the chord. The movement of the tide in this bay is subject to precisely the same laws as obtain in smaller bays, or tidal estuaries, viz : a compression, so to speak, which contracts the inflowing waters into narrow channels, or between converging banks, causing an increase in the rise of the tide from the salient capes toward the bight, and transporting the sand in that direction.

Thus while the tide in the open ocean may rise from $1\frac{1}{2}$ to 2 feet, which also marks the fluctuation at Hatteras and Canaveral as it progresses toward Georgia, its amplitude increases, until it reaches a maximum at Jekyl's Island of nearly 8 feet. It is well known that at the head of the Bay of Fundy it rises nearly 60 feet at times. This is a recognized fact, and hence it is not surprising to find that at Port Royal, S. C., the fluctuation is about $1\frac{1}{2}$ feet greater than at Charleston. But there is a still more important feature connected with this dynamic action of the flood tide in its move-

ment along a receding coast line, coupled with the angular movement of the breaking waves. These forces produce a resultant, which impels the sand along the beaches in general toward the bight of the bay. If the continuity of the beach is broken by an inlet, the sand, being unsupported, is projected forward into the water and soon forms a spit or hook, which travels with the drift until it meets with a sufficiently strong ebb current to transport the sand again to sea, where it is checked and deposited by the loss of velocity in the ebb, due to the inertia of the ocean.

Thus is formed the outer "drift" bar, or submerged embankment, which serves as a causeway to transport the silt across the inlet by this circuitous route. The bar-building forces are most active on the side whence comes the drift, or toward the salient capes of the bay. There are, however, exceptions which I cannot take time to explain. The best navigable crossing on the bar will be found toward the "lee" shore, or farther end, while numerous secondary or weir channels will be found between it and the flood-tide channel to windward. This main channel is at the point of least resistance, and the bar at Charleston is one of the best types of these physical conditions on the South Atlantic coast.

Here the natural depth in the main channel is now about 12 feet, while at Port Royal it is 22, and this great difference of 10 feet can only be explained by the greater volume and velocity of the tidal movements at the latter place, as well as by the form of the interior tidal compartment which projects the ebb tide, after being well concentrated, directly against the bar. It thus happens that with the higher tidal oscillation of $1\frac{1}{2}$ feet, and the greater natural depth of 12 feet, the Port Royal entrance has an advantage of $13\frac{1}{2}$ more feet of water than has Charleston, and to ignore this important fact would not be good engineering, nor would it be economical, since it will require much greater expense at Charleston to create a parity of depths, and it is therefore not good policy to undertake it; or if a comparison be made

between the natural bar depths at the points where the jetties are located, viz : 6 feet, the difference is $17\frac{1}{2}$ feet in favor of Port Royal.

Moreover the jetties being placed upon that part of the bar where the external forces are the greatest, and where the normal depth was only about 6 feet, the cost of maintenance is necessarily much greater than if a different plan and location had been selected. This is shown quite forcibly by the experience of the efforts to obstruct the main entrance channel during the Civil War, when the "stone fleet" was sunk in the channel, 6 miles from the gorge. The result was that it created two channels—one to windward, the other to leeward—and that the latter was the deeper and better of the two, while the old Lawford Channel was closed entirely, thus demonstrating the importance of defending the effluent currents from the encroachment of the sand by an obstruction placed between the channel and the source of the movement, just as a snow fence should be placed to the windward of a railroad cut to protect it, and not to the leeward, as some have maintained.

The key to the correct and economical solution of the problem of opening the harbors on our alluvial coasts, therefore, lies in the control of the littoral rift and the regulation of the ebb effluent, while at the same time the ingress of the flood tide is not impeded. These charts, taken from the British surveys of 1777, serve to show that while the depths at Charleston have been deteriorating, those at Port Royal have slightly improved, while the position of the channel across the outer bar has remained remarkably permanent during the past 125 years. Thus, at Charleston the best water was 15 feet in 1777, while at Beaufort it was 21 or more. To-day these figures are, respectively, 12 and 22 in the natural channels.

These physical conditions were more fully explained by reference to a number of comparative charts from official sources, and it was shown that a new bar was forming in

front of the Charleston jetties, which were reported to have been completed several years ago, at a cost of about four and a quarter million dollars; that the dredge "Charleston" was unable to reopen the cut on the range lines after suspension of work for repairs, and had made another cut at a narrower point of the bar, while a dredge of much greater capacity has been ordered, in the expectation of being able to remove the shifting sand bar, now nearly a mile beyond the jetties; that the crest of the bar had advanced about $1\frac{1}{2}$ miles in the past decade, and required a long cut in the open sea, involving jetty extension for its protection at a cost approximating \$3,000,000, and not less than about \$50,000 annually for maintenance.

The experience at other points on the South Atlantic has fully confirmed these conclusions; thus at Cumberland Sound the two jetties have impounded the drifting sands between them and completely destroyed the entrance, so that it has become necessary to remove a portion of the inner end of the south jetty to enable light draft vessels to enter. Again, at Manasquan, N. J., the jetties were completely buried under the accumulated sand banks which they created, and the river was diverted from its channel until the south jetty was destroyed by natural erosion, when the channel returned to its natural position. St. John's bar furnishes another illustration of the difficulties of securing and maintaining a channel by twin jetties and dredging.

In case of accident or interruption to the work, either from stress of weather or the menace of an enemy, the Naval Station would become inaccessible in a short time by the action of the natural forces, and hence it is my judgment that the proposed removal would be unwise and expensive, if not unwarranted. Many other instances might be cited did time permit, but these should suffice to show that where the movement of the littoral drift which forms this class of ocean bars is not wholly intercepted and impounded, new bars will ultimately be formed to obstruct the natural channel. Their

removal involves large annual expenditures, which increase with the length and depth of the channel, and any suspension of operations means a blockading of the entrance.

I thank you, gentlemen, for the courtesy of this hearing.

Committee on Naval Affairs,
United States Senate,
Washington, D. C., February 5, 1901.

The Committee met at 10.30 o'clock A. M.

Present—Senators Hale (Chairman), Perkins, Chandler, Hanna, Tillman, Butler and McEnery.

Present also—Hon. Hilary A. Herbert, ex-Secretary of the Navy; Prof. Lewis M. Haupt; H. C. Ripley, C. E.; Hon. J. Adger Smyth, Mayor of the city of Charleston, S. C.; Col. Peter C. Hains, Corps of Engineers, U. S. A.; Major Frederick V. Abbot, Corps of Engineers, U. S. A.; Major E. H. Ruffner, Corps of Engineers, U. S. A.; and others.

The Chairman. The Committee will come to order.

I will briefly state the situation, so far as this case goes, premising by saying that the Naval Committee has something to do for the rest of the Session of Congress besides attending to this case of a Navy Yard in South Carolina, and can only grant a brief hearing. You gentlemen representing the one side and the other, must select those who will speak for you, and those you select must speak briefly and to the point.

Congress, at the last Session, in view of there having been so much trouble and complaint about Port Royal, the difficulty of getting anything done there, and the fact that the Navy Department would not send ships in there, provided that a commission should be appointed to investigate into the advisability of establishing a Naval Station in the river below or above Charleston. The Secretary appointed a commission with Admiral Rodgers at the head, which presumably attended to its duties. At any rate, it visited both localities, Port Royal and Charleston, and examined them and heard tes-

mony, and finally reported in favor of establishing a naval station above Charleston at a place called Chicora Park. Of the commission all but one, Admiral Sumner, made a favorable report. Admiral Sumner made an unfavorable report.

The papers were sent to Congress and referred to the committee. There was then before the committee the question of appropriating money for the new station, for setting work afoot there, when some gentlemen from Port Royal, or the neighborhood, came here and were introduced to me by Senator Tillman and I told him and them that when the time came they could have a hearing upon the question whether we should appropriate or not. When the time came for considering the bill the counsel for this Port Royal interest, ex-Secretary Herbert, desired a hearing, and the committee authorized me to say to him that a brief hearing would be given; that we could not go into all the questions that the commission went into; that we could not spend the time that they spent; but that the Port Royal side might be submitted on a brief hearing. That hearing was had a week ago. Ex-Secretary Herbert appeared and made a very strong statement representing that side of the case, making the two points, mainly, that the situation at Charleston is bad; that it is unhealthful and malarial; that no white man can sleep there nights with safety, and that the channel is not sufficient for war ships to go into it.

Of course, if that is true that is the end of the whole business. Professor Ripley was here and made a very clear and intelligent statement, as was Professor Haupt. They are both very intelligent men, and seemed to know the subject thoroughly.

When the hearing was finished the situation was so apparently changed by this testimony that Senator Tillman desired that the other side might be heard briefly. He said he wanted all his constituents to be represented and heard; and at his request the Engineer Department of the Army was

asked to send for the engineer officers in charge of the works, and the Mayor of Charleston was to be notified to appear, if he chose to, and be heard. Those gentlemen are now present, and the hearing will begin.

I want to say again that this committee can not go into this question as the commission did. It can not spend the rest of its time on this matter, because it has other things to attend to. The Port Royal side has been very fully heard, and has made an impression. I can say to you, gentlemen, upon the Committee, and a very strong impression. We have sent for you now to present the Charleston side of the case. I shall ask the mayor of Charleston to make a statement and then select afterwards, from the engineer officers who have been summoned at our instance, those whom he desires to make statements. We have a reporter present who will take down everything that is said.

I will say to you, gentlemen, that the two points upon which stress is laid and which it is your business to remove, if you can, from the minds of the committee are the unhealthfulness, the malarious condition of the site indicated by the commission, and the insufficiency of the water in the channel by which ships are to come into the harbor.

Senator Chandler. Mr. Chairman, since the gentlemen were notified to be here the Senate has decided to meet at 11 o'clock. I suggest that we give them the twenty-five minutes that remain before the meeting of the Senate and then take a recess until the District appropriation bill is resumed in the Senate, which may be half an hour or more.

The Chairman. Perhaps that would be well.

Mr. Herbert. When witnesses are introduced, Mr. Chairman, shall we not have an opportunity of asking them a few questions?

The Chairman. Yes; undoubtedly.

Mr. Herbert. And then if they are heard we think it would only be fair that we should have fifteen minutes to make our statements in reply.

The Chairman. There will be no difficulty about that, of course, but we can not have prolonged hearings.

Mr. Smyth. We labor under this disadvantage, which I am sure the committee will appreciate: We have not heard anything that has been said upon the other side of the question. We are here without any knowledge except what the chairman has kindly conveyed to us, except what we saw in the newspapers. If these gentlemen have the right to question us and reply, it seems to me, in justice to Charleston, we ought also to have a chance to reply to them.

Mr. Herbert. Here is our brief. We will give you a copy of it.

Mr. Smyth. It is too late now, sir. I could not go through it now.

The Chairman. It is not so much the question of answering the other side. You have the positive side to make out.

Senator Chandler. You assume the affirmative, Mr. Mayor and show us, if you can, by your own statements or the statements of others whom you have here, first, that this site which has been selected for a navy-yard at Charleston is healthy; and, secondly, that there can be obtained at a reasonable cost a proper depth of water over the Charleston bar. Take the affirmative of that question for a little while.

Mr. Smyth. Are you ready to hear me now?

The Chairman. Yes.

STATEMENT OF HON. J. ADGER SMYTH, MAYOR OF CHARLESTON, S. C.

Mr. Smyth. In regard to the suggestion of the gentleman as to the matter of the depth of water, we thought it would be more satisfactory and convincing to you to have the engineers representing the United States Government, those who commenced the system in Charleston and those who are now in charge of the work, to give you the facts on that point. Of course, we are familiar with them, but we

thought it would expedite matters if you would allow them to speak on that point.

The Chairman. . We have sent for those officers and we expect and desire to hear them. You need not spend any time on that point.

Mr. Smyth. You want us to address ourselves as I understand principally to the healthfulness of the city ?

Senator Perkins. And the facilities for fresh water.

Mr. Smyth. That was not stated by the chairman.

The Chairman. That is an incidental question.

Mr. Smyth. We can also answer that question, but as I understand I am to speak first on the question of the healthfulness, as I saw by the papers of the city as well as of the site, and if you will allow me I would like to say just a few words on that first question.

The Chairman. You may take your own course Mr. Mayor, about that.

Mr. Smyth. As to the healthfulness of the city of Charleston, I stand before you as a man who was born and raised there. I have lived there sixty years and have never had a fever of any kind or description, in any shape or form. My mother was born and raised in Charleston, and she never had a fever of any kind.

The Chairman. You do not look like the victim of a fever.

Mr. Smyth. I think not. I have some other representatives here, sir, that I would like to introduce as Exhibit A, B, and C. My grandfather died at the age of 85 in the City of Charleston, having lived in various parts of the city, and he never had a fever of any kind or description. Alderman Rhett is also a Charleston born and raised man, and he does not look, I think, like one who is subject to fever.

I have here before me a letter from our health officer in regard to the death rate of Charleston, which I know is used against us, showing that the death rate of the white population is a very small one. What makes the death rate ap-

pear large is the fact that we have more colored people in Charleston than we have white people, and in all cities in the United States the death rate among the colored population is about double that among the white population. I do not desire to read this letter in full, I will leave it with you.

The Chairman. That letter may be filed. Give it to the stenographer and let him make a copy of it.

Mr. Smyth. I want to refer to it a moment if the committee please.

I understand we have been attacked on account of the fact that there was some typhoid fever in Charleston during the year 1900. In common with every other city—for instance, your good city here, leading, perhaps, the rest of them in the number of cases of typhoid fever they have, and Baltimore, Philadelphia, Pittsburg and almost every one of the coast cities—there was typhoid fever in Charleston last year; but here is the statement of the health officer of the city that the deaths in the City of Charleston in the year 1900 were forty-five less among the whites and thirty-two less among the blacks than in the year 1899, the year previous; and notwithstanding that we did have some typhoid fever, it was very mild. The total number of deaths in the City of Charleston in the year 1900 was seventy-seven less than in the year previous, which he considers shows an improvement in the conditions of the health of the city; and he states also his opinion—I have some physicians of Charleston here who will be glad to state that absolutely—that the conditions at Chicora Park and around there are perfectly healthy. That letter I would like to have filed with the committee.

The letter referred to is as follows :

Charleston, S. C., February 1, 1901.

Dear Sir—I have the honor to state, in answer to your request as to the health of Charleston, that the ratio of mortality of the city of Charleston in regard to the white race, compares most favorably with other cities of the United States.

The ratio per thousand for the white race for the past ten years has been 18.06. This indicates good health.

The ratio for the black and colored race for the past ten years has been 36.27.

This will show a ratio double among the colored race as compared to the white race. This condition will be found to be the case in almost every city in the United States. The ratio among the colored race is double that of the white race. Charleston has a larger colored population than white. Therefore, when the death rate is calculated for the two races together, the ratio of the white race is made to appear very large. Charleston is a very healthy city, and has been known to be such as far as the white race is concerned, for many years. Any one using the ordinary precautions obtaining among an intelligent population, is reasonably secure of good health. The prevalence of typhoid fever in Charleston during a few summer months of the year 1900 was due to a protracted drought, and a large number of cities all over the United States were similarly affected in the same manner from the same cause.

There were 42 fewer deaths in 1900 among the white race than occurred in 1899. There were 85 fewer deaths in 1900 among the colored race than occurred in 1899. 77 fewer deaths in 1900 than in 1899, both races being considered

The above record would indicate that the health of the city of Charleston is improving in a marked degree.

In reference to my opinion as to the health of the proposed site of the Naval Station, I beg to say that I believe with thorough drainage the place would be entirely healthy. At present I am informed that there are white care-takers, with their families, living on the two places, and these families have enjoyed good health.

Very respectfully,

H. B. HORLBECK, M. D.,

Health Officer and Secretary of the Board of Health.

HON. J. ADGER SMYTH, Mayor.

Mr. Smyth. Now as to the healthfulness of the location selected by the Government. I do not want to take up too much of your time with regard to affidavit, but I have before me here about twenty affidavits from persons living in and around Chicora Parks and the Lawton place, one of which I will read :

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me Ira Weld, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there with his family for years. That he lives there night and day, during the summer as well as the winter months, and that he

and his family enjoy good health, and notice no ill effects from residence in that locality. That the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

IRA WELD.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

The Chairman. Is that a white man ?

Mr. Smyth. Yes, sir; he is a white man. All the affidavits are the affidavits of white men. There are about twenty of those here from parties living in the immediate vicinity.

I have here three affidavits from persons who live in Chicora Park. One of them is signed by J. M. Smith. It is a good name, sir. I have the honor of bearing that myself.

The Chairman. Will you read that ?

Mr. Smyth. Yes, sir.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me J. M. Smith, and made oath that he resides at Chicora Park, in the County of Charleston, and has been living at said place for some time; that he lives there night and day, and during the summer as well as the winter months; that the said location is in every way healthy; that the city of Charleston has drained said Park thoroughly, and converted the same into a pleasure resort, where its inhabitants congregate daily during the summer, as well as winter, and remain until midnight, and sometimes much later. The vaudeville performances are held at said Park during the summer evenings, and hundreds of people attend the same; that open-air dances, which last until after midnight, are given at said Park; and that the place is regarded as healthy by the entire community; that deponent has never known a day's sickness since residing at said place, and unhesitatingly pronounces the same as absolutely healthy.

J. M. SMITH.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

M. RUTLEDGE RIVERS,
Notary Public, South Carolina.

Mr. Smyth. I know this man personally. He has charge of Chicora Park, or of the consolidated railway station, which is just within the limits of Chicora Park, and I could swear myself to the fact that he is there day and night.

The Chairman. He is a permanent resident ?

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Mr. Smyth. Yes, sir.

Mr. Herbert. How long has he been living there, Mr. Mayor?

Mr. Smyth. He has been there at least two years; probably nearer three. Before I read these others——

The Chairman. You need not read those. Just leave them with the committee.

Mr. Smyth. I only want to read the affidavits of those who actually live in Chicora Park; and then I have present here a gentleman who resides on Mr. Lawton's farm with his family day and night. I desire to present him to you as a living evidence of the healthfulness of that place, and also that you may hear his testimony as to the condition of things there.

Senator Chandler. Will it be convenient for you to inform me right here as to the height above the sea level of this park as compared with the height of the promontory of the city of Charleston itself? Is Charleston higher than the park?

Mr. Smyth. No, sir; the park is higher than Charleston; considerably higher. I have a topographic map of the park, which shows that its level is at some places as high as 30 feet.

Senator Chandler. I got an impression that as you go up from Charleston the ground falls off—becomes lower.

Mr. Smith. No, sir; it is a remarkable place. It is rolling ground, and we have some very high spots in it. The pines grow within a very short distance of the river.

Senator Chandler. It is not a swamp in any sense?

Mr. Smyth. It is not a swamp in any sense of the word.

Senator Chandler. As a whole, it is higher than the city?

Mr. Smyth. It is higher than the city as a whole. Yes, sir; considerably higher.

In regard to this matter referred to in the last affidavit I read, during last summer and the summer before and the summer previous to that, I have been out with my family

attending these vaudeville performances, which are given in a building that has a roof, but is open on all sides, and I have remained there sometimes as late as 12 or 1 o'clock at night.

The Chairman. How do you get there; by rail?

Mr. Smyth. We have an electric road that runs right into the building. These buildings belong to the Consolidated Railway Company, who give these vaudeville performances. It is a summer resort, you understand, and the city of Charleston has spent \$40,000 in the improvement of Chicora Park, in draining it, in walks, and in the developing of all the points of interest there; and I can only say to you, gentlemen, that if we considered it unhealthy, not only would we not allow those gatherings there in the summer evenings and not allow dancing until after 12 o'clock, until which time, as I say, I have been there myself, but I certainly would not take my daughters to a place of that kind if I thought there was the least danger of malaria.

My good friend the ex-Secretary of the Navy, Mr. Herbert, whom I have had the honor of having dine at my house, has seen my two daughters, and if I could present them here to-day as an evidence of the condition of those who frequent Chicora Park and of those who live in the city of Charleston I am satisfied they would be convincing proof of the healthfulness of that locality.

Senator Chandler. I wish you had brought them along, Mr. Mayor.

Mr. Smyth. I wish I had, sir. One of my daughters can talk a great deal better than I can. She is 5 feet 9½ inches tall and weighs 160 pounds, and is as healthy a woman, and I appeal to ex-Secretary Herbert for confirmation of that fact, as you are likely to find.

The Chairman. He agrees with you, Mr. Mayor. We will take your word for it.

Mr. Smyth. I want to read two other affidavits, and then I will not go any further in this matter.

Here is an affidavit from a man who lives over in the park

itself. You understand, gentlemen, one side of the park, all of which is embraced in the reservation that the Government wishes from the city, the side nearer to the city, is occupied by the buildings of the Consolidated Company. The affidavit I read you first was from a man who lives there. About half a mile, or perhaps three-quarter of a mile, from there where we have our buildings. We have a very handsome house there which we have fixed up, and where the ladies and gentlemen go on picnics and things of that sort, and all kinds of buildings, which, as I told you, were erected at a cost to the city, including drainage, of over \$40,000.

The Chairman. A kind of Clubhouse?

Mr. Smyth. A clubhouse; yes. The man whose affidavit I am going to read is in charge of that clubhouse.

The Chairman. How long has he been there?

Mr. Smyth. Three years. When we took the park there were quite a number of fresh water ponds there. The city has gone to a great deal of expense in filling up those ponds that we could not connect with salt water. There is not today a drop of fresh water on that place in the way of a pond or any water running there. The two ponds that remain now are connected by drains of about 24 inch mains with the salt water, and twice every twenty-four hours those ponds are filled with fresh salt water, and then the gates shut down so that the salt water is retained in there until the next tide.

We have no fresh water there now at all, except an artesian well 500 feet deep, which we have dug and which furnishes a sulphur water which I drink for my health—you see I need it, sir. I drink that constantly. This gentleman, whose affidavit I will now read, lives there. His name is Corbett, and he is a white man also. Here is what he says:

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me J. E. Corbett, and made oath that he resides at Chicora Park, in the County of Charleston, and has been living there with his family for some time; that he lives there night and day, during the summer as well as the winter months; that the

said location is in every way healthy; that the city of Charleston has drained said Park thoroughly, and converted the same into a pleasure resort, where its inhabitants congregate daily during the summer as well as winter, and remain until midnight, and sometimes much later; that vaudeville performances are held at said Park during the summer evenings, and hundreds of people attend same; that open-air dances which last until after midnight are given at said Park, and that the place is regarded as healthy by the entire community; that deponent has never known a day's sickness since residing at said place, and unhesitatingly pronounces the same as absolutely healthy.

J. E. CORBETT.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

M. RUTLEDGE RIVERS,
Notary Public, South Carolina.

Mr. Smyth. Then we have a similar affidavit from a man who bears a very distinguished name in South Carolina — Alston. He spells it with one l, which is a very important fact. He has been in charge of the park for the city during part of the time, and his affidavit covers exactly the same ground.

I have here also an affidavit from H. W. Blake, who is the manager of the E. P. Burton Company, of Philadelphia. That is one of the largest lumber plants in our State, and is composed entirely of Northern Gentlemen. It is all Northern capital. There is not a dollar of Southern money in it. They have come down there and put up this large factory. It is separated from Chicora Park on the north by a narrow creek of salt water. This is Mr. Blake's affidavit :

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me H. W. Blake, and made oath that he is the business manager of E. P. Burton & Co., of Philadelphia, who have a large lumber plant just north of Chicora Park, on the west side of the Cooper River, and that he has in his employ a number of white families, several of whom he brought from the North, who have lived on the said property since the establishment of the lumber plant; that is to say, about two years. That said families have lived there both summer and winter, and have found the locality entirely healthy, and that none of said employees have been absent from their work on

account of malarial or any other fevers or sicknesses, and that he considers the said locality a perfectly healthy one.

H. W. BLAKE.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

E. P. GRICE,

Notary Public for South Carolina.

Mr. Smyth. We have given you the affidavit of one person south of Chicora Park; we have given you the affidavits of three people living in Chicora Park; and this is an affidavit showing that these Northern families have come down there and lived at least two years on this ground immediately north of Chicora Park and have never lost a day from sickness, and have had no fevers of any kind whatever.

Mr. Herbert. Will you allow me to ask you a question, Mr. Mayor?

Mr. Smyth. Certainly, sir.

Mr. Herbert. How much of the land that it is proposed the Government should purchase is marshy; what proportion or percentage?

Mr. Smyth. There is very little of it, sir. I can not tell you the exact figures, Mr. Herbert. Do you mean of the 147 acres that the Government wants?

Mr. Herbert. No; I mean all of the land that the Government proposes to purchase there; the Lawton place, the park, and the other land.

Mr. Smyth. There is one thing about that marsh. It is all salt marsh, and it is all covered twice every twenty-four hours by the salt water—whatever marshes are there.

Mr. Herbert. Is it not a fact that Cooper River is fresh water?

Mr. Smyth. No, sir; we never have fresh water as low as the park. The tide ebbs and flows there twice in twenty-four hours.

Mr. Herbert. Is it not partly fresh? Is it not brackish?

Mr. Smyth. If it is fresh, I never knew it.

Mr. Herbert. Is it not partly fresh?

Mr. Smyth. No, sir. How can it be partly fresh when the tide runs there every twenty-four hours? It is 40 miles from the city of Charleston that you strike fresh water.

Mr. Herbert. I am speaking about it being partly fresh.

There is a point, of course, at which the waters mingle and are partly fresh and partly salt. Is not that the case a very large proportion of the time at and near the neighborhood of Chicora Park?

Mr. Smyth. No, sir.

Mr. Herbert. It is not.

Mr. Smyth. No, sir.

The Chairman. Where is the head of tide water; how many miles above Charleston?

Mr. Smyth. Between 35 and 40 miles above the city.

Mr. Herbert. Tide water runs up here to Washington, and the water is fresh some 35 or 40 miles down.

Mr. Smyth. But this is a very different river from the Cooper River. That is more like an estuary, and the tide runs in and out. I have never known—I can only tell you from my own knowledge—anything like fresh water at Chicora Park. The city would never have bought it or developed it if that had been the fact.

The Chairman. I suppose what you call Cooper River is like many rivers we have on my coast. While they are termed rivers, there is very little fresh water that goes to make the river, but it is almost entirely water from the sea that comes in with the tide and goes out with the tide.

Mr. Smyth. Yes; what I would call an estuary.

Mr. Herbert. Is there not a large body of fresh water coming in from the Cooper River?

Mr. Smyth. There is fresh water, sir, 30 miles above the park. That would be about 37 miles above the city.

Mr. Herbert. You say it is entirely salt at the park?

Mr. Smyth. Yes sir; I say so unhesitatingly. If you will allow me, sir, to continue this matter of the affidavits, I should like to do so, because I have a gentleman present who lives——

The Chairman. Before you sit down I want you to tell us about the matter of the water supply.

Mr. Smyth. Will you not allow me to take that up a little latter, sir; because I want some one else to speak on that point?

The Chairman. You may take your own course about it.

Mr. Herbert. You have not yet answered my question about what proportion of the land the Government proposes to purchase is marsh.

Mr. Smyth. There is one portion of it that has been ceded by the State, below the Lawton place. That is entirely salt marsh. It is submerged twice every twenty-four hours.

The water covers it, and therefore the State can give it to us. Otherwise the State could not do so.

Mr. Herbert. What percentage of the whole does that constitute?

Mr. Smyth. The part that they get from the city and from Mrs. Lawton is, in round numbers, 320 acres. I can not tell you absolutely how much there is of marsh land on those two tracts; but I am satisfied that on the 147 acres of the city there is not more than 7 acres of marsh land. That would leave 140 acres of good, high land, the very highest land in that part of the State. The topographical map here will show you that it is 30 feet above high tide.

Mr. Herbert. Is that what the State gives as marsh land?

Mr. Smyth. No; that is what the city gives to the United States Government as its part.

Mr. Herbert. That which the State gives as marsh land is how much?

Mr. Smyth. That is all marsh.

Mr. Herbert. How much is there of it?

Mr. Smyth. There would be about 700 acres of that marsh land; but, as I understand, the Government simply desires to acquire that and control it so as to prevent it hereafter from passing into other hands.

Mr. Herbert. Is it not a fact that the large proportion of the white people who work in the daytime—

Mr. Smyth. Mr. Chairman, I hope these interruptions will not be counted against my time.

The Chairman. We will take care of that, Mr. Mayor.

Mr. Smyth. Then I shall be glad to answer any questions you have to ask me, Mr. Herbert.

Mr. Herbert. Is it not a fact that a large proportion of the white men who work at phosphate works and other works above Chicora Park, on the neck and in the neighborhood, and around Chicora Park, go out in the daytime and come back to the city at night?

Mr. Smyth. There are no phosphate works above Chicora Park.

Mr. Herbert. Well, other works?

Mr. Smyth. There are phosphate works on the Ashley River, sir.

Mr. Herbert. I mean the white laborers?

Mr. Smyth. Here is a statement that the white laborers at the mill, which is right there adjacent to the park, live there day and night.

Mr. Herbert. That may be an exception; but I am asking if that is not the general fact about that neck up there?

Mr. Smyth. Some of them come down at night.

Mr. Herbert. Do not the majority of them?

Mr. Smyth. Probably they do for convenience. They have their families in the city. They go up in the morning and come back at night, but it is for the convenience of their families.

Mr. Herbert. Is it not caused by the belief that generally obtains there that it is unhealthful to sleep in that region at night?

Mr. Smyth. No, sir; not now.

Mr. Herbert. That has nothing to do with it?

Mr. Smyth. Not now, sir. That used to be the case when those good gentlemen whose affidavits you submitted—I do not even know their names—used to reside there.

Mr. Herbert. You say that used to be the case?

Mr. Smyth. It is just exactly—

Mr. Herbert. What has caused the change, Mr. Mayor?

Mr. Smyth. If you will allow me to say this: The two things are exactly parallel. When the Naval Station was placed at Port Royal it had the most water. At that time naval science had not developed the deepening of harbors by artificial means. Since then it has developed—of course we rest our facts with naval men—that we have the deeper water. In the same way at one time it was considered unhealthy to live up there; but scientific developments on the part of the medical people have demonstrated that with proper drainage the whole of that country can be made absolutely healthy. About fifteen years ago a good citizen of Charleston left a half million dollars to build an asylum for the old white people of the city, “to make old age comfortable,” as he expressed it. A site was bought at a place where, in the antediluvian days, when Mr. Herbert’s friends lived there, it was considered unhealthy; and by proper drainage there are now over one hundred persons, most of them ladies who at one time were well off, and who have been reduced, who live there night and day, and there has not been a single case—and these medical gentlemen will tell you so—of malaria in that institution since it was built.

Mr. Herbert. Is that on the neck?

Mr. Smyth. That is about half way between Chicora Park and the city.

Mr. Herbert. And on the other side?

Mr. Smyth. No, sir; it is on the same side.

Mr. Herbert. On the same side as Chicora Park?

Mr. Smyth. It is on the same side as Chicora; yes, sir.

It is very much nearer to the Cooper River than it is to the Ashley. You are somewhat familiar with the situation there, Mr. Herbert. You drove out there with me. There is a peninsula and a river on each side of it. This Enston Home is, I suppose, one-fourth of the distance from the

Cooper River. It is three-fourths of the distance on the Ashley side, and one-fourth on the Cooper side.

Mr. Herbert. How far is that from Chicora Park?

Mr. Smyth. That is about two miles below Chicora Park.

Mr. Herbert. Now, to return to my question. Is it not a fact that even to-day a majority of the white people who work on the neck up there return to the city at night?

Mr. Smyth. Yes, sir; and it is equally so with the colored laborers. Nine-tenths of the colored laborers who labor in the phosphate works return to the city every night, and they do it because of their families.

Mr. Herbert. You say health has nothing to do with it?

Mr. Smyth. Health has nothing to do with it.

Mr. Herbert. How far out do they go to work that way, and come back at night?

The Chairman. The Senate convenes at 11 o'clock, and Senators would like to be there for a while, while the opening business is being transacted. It is now about 11 o'clock, and the committee will take a recess for half an hour.

The committee then (at 11 o'clock A. M.) took a recess until 11.30 o'clock A. M. At the expiration of the recess, the committee resumed its session.

The Chairman. Now, Mr. Mayor, you may proceed.

Mr. Smyth. Mr. Chairman, I simply wanted to answer a little more fully the last question that Mr. Herbert asked me with regard to the non-residence of the employees of the phosphate company at the factories all during the night. The main reason is that those factories, as he can see with his own eyes, have never put up accommodations for their laborers. There are no houses there of any consequence, and for that reason the black laborers, who largely predominate in the phosphate factories, as well as the majority of the white laborers, return every evening to their homes in the city. The homes of most of the colored laborers are in the upper part of the city. Quite a number of the white laborers live right around where I live, in the lower part of the city, but

there are white gentlemen at every one of those factories who now stay there at night as well as in the day. If the Secretary desires to ask me anything further, I shall be pleased to answer; but I was just about to suggest, with your permission, that if you will allow me to conclude my statement without interruption, I can afterwards answer any questions that may be asked.

The Chairman. The committee is not conducting the case like a trial, with cross-examination. If, when a witness is through, the Secretary desires to ask one or two questions, that may be done; but we are not conducting a trial here.

Mr. Smyth. I have suggested to him that I am not a lawyer, and cross-examining me in that way breaks up my train of thought.

The Chairman. You may proceed and conclude your statement.

Mr. Smyth. If he desires to ask me anything on that one point, I shall be glad to answer it. I will be very brief in what I have to say. Do you desire, Mr. Secretary, to ask me anything on that one point, about the phosphate hands?

Mr. Herbert. You say there is no part of it on account of health?

Mr. Smyth. No, sir; not at the present day. I did not know that question was going to be raised. We have only had two days' notice, but if I had had time, I could—

The Chairman. You may go on and complete your statement without any questions.

Mr. Smyth. I could have brought you affidavits from white men living at every one of those phosphate factories on the Ashley River, and from people situated on the Cooper River. I could have brought those affidavits with me, but I stated, and I am willing to swear to it, that white people live there at night.

The Chairman. You have brought that out very clearly. Now go on and complete your statement. We cannot spend very much time on that.

Mr. Smyth. I had just gotten to the point at which I called your attention to the fact that I would submit as evidence here twenty affidavits from people living in and near Chicora Park, three from parties living in Chicora Park, and one from a Northern gentleman, the manager of a large Northern lumber mill, showing that Northern people live there without any danger to their health.

The Chairman. You have already referred to those. You may leave them with the Clerk.

The affidavits referred to are as follows:

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me J. H. Meldau, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there with his family, night and day, during the summer as well as the winter months, and that he and his family enjoy good health and notice no ill effects from residence in that locality.

J. H. MELDAU.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me W. O. Green, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there with his family, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality.

W. O. GREEN.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me, John Marco, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there with his family, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality.

JOHN MARCO.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me, W. E. Dunn, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there, night and day, during the summer as well as the winter months, and that he enjoys good health, and notices no ill effects from residence in that locality.

W. E. DUNN.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me James Reedy, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there with his family, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality.

JAMES REEDY.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me T. D. Green, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there with his family, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality.

T. D. GREEN.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

Deponent states that he now resides at No. 68 Wentworth Street, in the city of Charleston, S. C.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me F. L. Hackermann, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there with his family, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality.

F. L. HACKERMANN.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me K. W. Rink, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there with his family, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality.

K. W. RINK.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me J. F. C. Suhrstedt, who made oath that he resides in the County of Charleston, near Chicora Park, and that he has resided there for some time; that he lives there with his family, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality.

J. F. C. SUHRSTEDT.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me Mrs. M. Hackemann, who made oath that she resides in the County of Charleston, near Chicora Park, and that she has resided there for some time; that she lives there with her family, night and day, during the summer as well as the winter months, and that she and her family enjoy good health, and notice no ill effects from residence in that locality.

MRS. M. HACKEMANN.

Sworn to before me, this 4th day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

Fifteen to eighteen years a resident.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me T. J. Kennerty, and made oath that he resides in the County of Charleston, about $1\frac{1}{2}$ miles from Chicora Park, on Cooper River shore, and that he has been living at the said place all his life; that he is 52 years of age; that he lives there day and night, during the summer as well as the winter months, together with his family; that the said location is in every way healthy, as his family record will show; that the deponent's father resided in said

locality up to the time of his death, at the age of 76 years, and that neither he nor his father have ever experienced any sickness on account of having resided in the said locality; that he unhesitatingly pronounces the said location perfectly healthy.

T. J. KENNERTY.

Sworn to before me, this the 4th day of February, A. D. 1901.

[SEAL]

B. B. FLADGER,

Notary Public for South Carolina.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me W. W. Wann, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there with his family for years; that he lives there, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality; that the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

W. W. WANN.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me T. E. Comly, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there with his family for years; that he lives there, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality; that the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

T. E. COMLY.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me Robert F. Brooks, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there with his family for years; that he lives there, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality; that the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

ROBT. F. BROOKS.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me G. H. Bradley, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there with his family for years; that he lives there, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality; that the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

G. H. BRADLEY.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me Geo. Habernicht, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there for years: that he lives there, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality; that the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

GEO. HABERNICHT.

Sworn to before me, this 3rd day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me Chas. K. Miller, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there with his family for years; that he lives there, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality; that the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

CHAS. K. MILLER.

Sworn to before me, this 2nd of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me A. H. Charman, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there for years; that he has lived there, night and day, since September 1, as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in

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that locality; that the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

A. H. CHARMAN.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

LOUIS MANIGAULT, Magistrate.

STATE OF SOUTH CAROLINA, County of Charleston.

Personally appeared before me Benj. Schulken, and made oath that he resides near Chicora Park, in the County of Charleston, and has been living there with his family for years; that he lives there, night and day, during the summer as well as the winter months, and that he and his family enjoy good health, and notice no ill effects from residence in that locality; that the locality is considered healthy by the residents of the neighborhood, and that he himself unhesitatingly considers it absolutely healthy.

BENJ. SCHULKEN.

Sworn to before me, this 2nd of February, 1901

[SEAL]

LOUIS MANIGAULT, Magistrate.

THE STATE OF SOUTH CAROLINA, Charleston County.

Personally appeared before me Cyrus Alston, who, being duly sworn, deposes and says: That he resides at Chicora Park, near the city of Charleston, in the County and State aforesaid; at present and for several years past has resided there continuously, during the winter and summer months. That deponent has enjoyed exceptionally good health since his residence at said place, never having been sick a day during said time, although exposed to outdoor work and the changes of weather. That deponent resides at said place both at night as well as during the day.

That said location is in every respect healthy. That the city authorities of Charleston have for some time past been improving said place, and have drained the same thoroughly. That said place is a pleasure resort for the citizens of Charleston, which they frequent at all times of the year, in the night as well as the day, remaining there until after midnight on many occasions. That it is customary during the summer months to hold vaudeville performances and open-air dances at said place, lasting late into the night, past midnight on many occasions. That deponent has never heard of any case of sickness resulting from visiting said place, and in deponent's knowledge, he being in a position to know, said place is regarded as healthy by the entire community.

CYRUS ALSTON.

Sworn to before me, this 2nd day of February, 1901.

[SEAL]

M. RUTLEDGE RIVERS,
Notary Public, South Carolina.

Mr. Smyth. I now desire to ask you, sir, to let me introduce to you Mr. Moorер, who lives on the Lawton Place, and have him make a statement.

The Chairman. We will hear Mr. Moorер.

STATEMENT OF W. D. MOORER.

The Chairman. Give your name and residence to the reporter, Mr. Moorер.

Mr. Moorер. My name is W. D. Moorер.

Mr. Smyth. Mr. Moorер, how long have you lived in the neighborhood of Chicora Park?

The Chairman. You need not examine him. Let him go on in his own way and make a statement.

Mr. Moorер. I will state that I am not a native of Charleston County. I am from Orangeburg County. I have been living on the Charleston Neck with my family for the last twelve years. For the last seven years I have been living within, I suppose, two and one-half or three miles of this Lawton Farm. I am now living on the Lawton Farm. I am a farmer, and my profession is the superintendence of truck farms. I have been on the Neck for the last twelve years, and I find that the place I am living on is perfectly healthy. When I moved on the Charleston Neck I weighed one hundred and sixty-five pounds. To-day I weigh two hundred and something.

The Chairman. How long have you lived on the Lawton Farm?

Mr. Moorер. I have only been living on the Lawton Farm about fourteen months now, sir.

The Chairman. Tell us about that situation as affecting health, comparing it with the other situations you have been in for the last twelve years.

Mr. Moorер. If you want me to say that, I will say candidly that of all the situations this is the healthiest. We have pure water there. All the ponds have been cleared away. I

drained a portion of them myself fifteen years ago for Mr. Lawton, and I can conscientiously say that I would live there as quick as I would in Washington.

The Chairman. Have you a family?

Mr. Moorer. Yes, sir.

The Chairman. How large?

Mr. Moorer. I have a wife and five children.

The Chairman. What is their health?

Mr. Moorer. They are all perfectly healthy. I have a son who weighs two hundred pounds living there, and I have a couple of daughters who, I think, can blow the light out of me as daughters. I have some grandchildren who spend the summer months of June, July and August with me, and those are the months that people consider very sickly.

The Chairman. You know of no malarial fever there?

Mr. Moorer. No, sir.

The Chairman. No fevers incident to the summer?

Mr. Moorer. No, sir. I have had no fever in my family, and have not had a doctor to attend my family for four years for anything like fever.

The Chairman. Does any member of the Committee desire to ask Mr. Moorer any question?

Mr. Herbert. Do you know of no malarial fever last year on the Neck?

Mr. Moorer. No, sir; I do not.

Mr. Herbert. You do not know of any?

Mr. Moorer. No, sir.

The Chairman. Who else do you desire to be heard?

Mr. Smyth. I have some physicians here when you have finished with Mr. Moorer. Dr. Buist is the first one.

Mr. Herbert. Mr. Moorer, how many white people are living on the Neck?

Mr. Moorer. I cannot count them up.

Mr. Herbert. How many do you suppose?

Mr. Moorer. I suppose, on the Neck—what do you call the Neck? It is five miles from Charleston. The Neck commences at the city, and comes up to where I live.

Mr. Herbert. How many people live on the Neck within five miles of you—how many white people?

Mr. Moorer. I could not tell. There are some fifty men there at Burton's.

Mr. Herbert. How many live there and sleep there at night—white people?

Mr. Moorer. All of them. None of them go away except those that have no house. It is a new concern, and they have no accommodations for some of the laborers. Some of them have to go to town because there are no accommodations at Burton's Mill.

Mr. Smyth. There are several thousand white people living on Charleston Neck.

Mr. Herbert. Yes; but I am speaking of within three or four miles of Chicora Park.

Mr. Moorer. Of course there are not that many within four miles of Chicora Park.

Mr. Herbert. How many white people live within three miles of it?

Mr. Moorer. There are a good many, scattered all over the park. It is a place of two or three miles between the two rivers—from one river to the other—where I live.

Mr. Herbert. Can you give any estimate of the number living there?

Mr. Moorer. No, sir; I could not. If I had known that was to be asked, I could have spent all day yesterday counting them up. I am satisfied a good many live there, but I had no idea you would ask the question.

Mr. Herbert. Twenty-five?

Mr. Moorer. I should say there were five times that many almost.

Mr. Smyth. I will ask Dr. Buist to make a statement.

STATEMENT OF DR. J. S. BUIST,
OF CHARLESTON, S. C.

Dr. Buist. I will state, Mr. Chairman, and Gentlemen of the Committee, that I have been requested to come here to give my opinion as to the healthfulness of the site selected by the Naval Board for this Navy Yard.

The Chairman. In the first place, Doctor, you are a practicing physician, are you?

Dr. Buist. I am a practicing physician of thirty-five years standing.

The Chairman. You are living in Charleston?

Dr. Buist. I am living in Charleston. I am a professor of medicine.

The Chairman. Have you been in active practice?

Dr. Buist. Yes, sir; for thirty-five years.

The Chairman. Have you had occasion to know the condition, so far as the health of the people is concerned, near and about this location?

Dr. Buist. I have; because for twenty years I have been one of the surgeons and attending physicians of the largest hospital south of Washington, where all of that class of patients are brought in. I am prepared to say here that the whole aspect of the country in and around Charleston has completely and absolutely changed in consequence of the expansion of population and the drainage of the country; and the existence of malaria in that region is now an exception. In the city hospitals and infirmaries it is rare ever to see a case of malarial fever—so much so, that the professors of medicine, in instructing their students, have to go outside to get material to demonstrate that disease. I am prepared also to assert and prove that the locality which is contemplated to be selected, if not already selected, is so thoroughly under drain and rendered secure by drainage and by the filling up of the fresh water ponds, as to preclude the existence of malaria.

In the past four years, since the opening of Chicora Park, there have been at least 300,000 excursionists, in the summer and winter seasons, to that park. The profession of medicine have seen but one single case of malarial fever developed there, and, upon an investigation, the practitioner so reporting it doubted very much whether the origin was in that park or not. We have never received in the hospitals of Charleston a case of malaria from Chicora Park or from the Lawton Place. In my practice I attend families all around there; and many years ago, before the introduction of the modern system of drainage, malaria was prevalent. It has now entirely disappeared, and we have none of those diseases. The location of the Lawton Place and Chicora Park is one that is eminently healthy. It is upon the salt water. It has the rise and flow of salt water absolutely unimpregnated from fresh water. I am a descendant of six generations of Charleston people. I and my family have planted upon the Cooper River, from 30 to 35 miles from its mouth, and the largest majority of months at that distance the water is absolutely salt. It is an utter impossibility for the water at Chicora Park to become contaminated in any way by fresh water. We have never known it in our history to be so. It is too near the ocean. All of these circumstances, together with its elevation, contribute to make the place absolutely healthy. In the event of the possibility of the recurrence of malarial poison or malarial germ, as we call it, the modern system of cure which will be adopted by the sanitary experts in the institution of this Naval Station will so guard against it as to almost render its continuance an utter impossibility. I am sincere and honest in my conviction, which is predicated upon medical facts and experience; and I unquestionably proclaim that in my professional judgment the site selected is as healthy as any in the Southern States.

The Chairman. Is the condition of Charleston favorable as compared with other Southern cities?

Dr. Buist. Absolutely so, as far as the white population

is concerned. The trouble about the mortality of Charleston, gentlemen, is that there is in the surrounding country and in the islands a large number of colored people who are absolute paupers. As soon as they get sick with their constitutional diseases, or contagious and infectious diseases, they are brought by their friends into the city and to our hospitals, in a large majority of cases in a dying condition. Hence our large mortality. But where you take the residential portion—the white people—of Charleston, and the better class of the colored people, the mortality compares favorably with any city on the habitable globe. The statistics will prove that. But we are unable to protect ourselves against this influx of pauperism. It makes against us. The paper submitted to this committee by the Health Officer, through his Honor, the Mayor, will conclusively prove upon investigation that the facts are as he states.

Mr. Herbert. Doctor, Admiral Sumner, in his minority report in this case, quotes from the "Annual Reports, 1899, Department of Health of the City of Charleston, S. C.," as follows:

Estimated population—white, 28,870; black and colored, 36,295. Proportion of death—white, 1 in 54.88; black and colored, 1 in 28.41.

And he makes the calculation there that with 65,165 inhabitants (although the last census gives you only 54,955), the death rate is about 1 in 22. Still you say Charleston is as healthy as other Southern cities?

Dr. Buist. Yes, sir; I say it, relatively.

Mr. Herbert. What do you say to these figures which he quotes here? Admiral Sumner, in his minority report, says:

Now, as a matter of fact, the population of Charleston, according to the last census, 1900, is reported to be but 55,807, or an increase of only 852—1.55 per cent.—from 1890 to 1900, which gives her, according to her own health report, a death rate per 1,000 of 32.81, the amazing magnitude of which may be appreciated by a comparison of the same with the following table of death rates taken from Appleton's list of modern geography, 1892:

"Annual death rate per 1,000 in 78 various cities."

Then he goes on and gives the death rate in 78 cities of the world.

From a comparison of the death rate per thousand of Charleston, S. C., with that of the above 78 cities selected from all parts of the civilized world, it will be seen that only 8 of them have a death rate equal to or exceeding that of Charleston, and they are the cities of Alexandria, Egypt; Cairo, Egypt; Habana, Cuba; Madras, British East Indies; Madrid, Spain; Naples, Italy; Rio Janeiro, Brazil; and Valparaiso, Chile. It would seem even that Rome with its famous "Pontine Marshes" and its death rate of 23.8 per thousand, is comparatively healthy to this Charleston, with its vast marshy approaches and surroundings, its mixture of waters, its notoriously deficient water supply, its miserably defective and insufficient sewerage system, etc.

Then I will go down lower.

The Chairman. If you have any questions to put to the witness, you may do so; but matters of this kind you can put in the report afterwards, if you choose.

Dr. Buist. If you ask me, I will explain in relation to the peculiar condition of Charleston, with regard to the State of South Carolina and the surrounding country. She is the recipient of all the pauper poor, and the destitute aged sick of the State of South Carolina. She has the only general hospital in the State of South Carolina, and the only general private infirmaries. To those infirmaries and hospitals are sent from the whole State their sick, and wounded, and injured, for the performance of surgical operations. The city of Charleston is, therefore, placed in the position of having an increased mortality which really does not legitimately belong to it. That is our answer to that question.

Mr. Herbert. Your Health Officer says this:

For the past twenty years we have year after year called to your attention the deplorable condition of the city as to the privy vaults, and the storing of immense quantities of night soil, and the necessity for the foul and filthy removal of the same. Of course every precaution is taken, and water-tight barrels are used, with rubber gaskets, but it is at best a nauseous and horrible work. The vaults teeming in the summer months with excreta undergoing decomposition and emitting disgusting odors, are the greatest nuisances in the city. There is but one, and only one remedy, and it is to bring an abundant supply of water into the city.

He accounts for it in that way.

Dr. Buist. He accounts for what—for malaria?

Mr. Herbert. No; he accounts for the bad health of Charleston.

Dr. Buist. I dare say that does contribute; but that is being changed and altered under the modern system. A system of water supply and sewerage is being introduced into the city to meet all those conditions.

Mr. Herbert. That is his report for 1899?

Dr. Buist. I am aware of that. We are rectifying all those troubles.

Mr. Herbert. You mean you intend to do so, but it has not been done yet?

Dr. Buist. We are in process of doing it now. The lower part of the city is sewered.

Mr. Herbert. You explain away these figures by showing that while your city is the most unhealthy in the United States, a large portion of it comes from abroad?

Dr. Buist. It comes from abroad.

Mr. Herbert. And this Health Officer explains it by the condition of the city itself?

Dr. Buist. That is only one of his reasons. Perhaps if you will go a little further into his report, you will find that he does state the introduction of a foreign element into our hospitals, and so on.

Mr. Smyth. The fact stated by Dr. Buist as to the city being the emptying place, if we may so express it, of the sick and dying from the surrounding Counties, has assumed such proportions, that the City Council has had to pass an Ordinance making it a penal thing for the railroads and the Counties to let any more of their sick come there. Now, one word as to what my friend, Mr. Herbert, has read. If he will read the Health Officer's letter, it will show that in 1900 the white death rate was 18.6, which is a very low average, and that the colored death rate was double that. There is where the excess comes in; and if the Secretary

means to argue that the condition of those colored people represents civilized and healthy systems, why I only have to say that I think he knows better.

The Chairman. We shall never get through this hearing if it is to be taken up by controversy between you and Mr. Herbert.

Mr. Smyth. We have three other physicians present—Dr. Memminger, Dr. Reese, and Dr. Baker—who are all prepared to substantiate what Dr. Buist has said.

The Chairman. Who do you want first?

Mr. Smyth. Unless the committee desires to hear the others, I do not wish to call any of them.

The Chairman. That is for you gentlemen to say.

Mr. Smyth. Dr. Memminger, are you prepared to substantiate what Dr. Buist has said?

STATEMENT OF DR ALLARD MEMMINGER, OF CHARLESTON, S. C.

Dr. Memminger. Mr. Chairman, as I am unknown to the Senators here, I will introduce myself by saying that I am connected with the Medical College, and have been Professor of Chemistry and Hygiene for many years, and have also been connected with the hospital.

It appears to me that so far as this question is concerned, you want not theory, not our idea as to what may be, or what has been, but what has been our experience. Secretary Herbert asked some very interesting questions here a while ago in regard to the workmen at these phosphate mills. My friend, the Mayor of Charleston, is possibly not as well able to answer these questions as I am.

Some years ago, before I assumed the regular practice of medicine, as I am doing now and have been for several years, I was an analytical chemist, the State Chemist of South Carolina, and I put up for some of those mills sulphuric acid chambers right near Chicora, on the southwest side of it.

One of those mills, which goes by the name of the Etiwan now, was erected by my father. At that time we were told the land was very unwholesome, and that people could not live there. It seems to have been, I think, a tradition of the past, very much exaggerated, as to the want of health of those localities; but, to make an argument short, I will only say that our experience was that workmen at the Etiwan Mill enjoyed good health, as did the superintendent, the engineer, the foreman, and the sulphur burners. Some of the sulphur burners, although dating back thirty odd years, are enjoying, I believe, good health now. It was the same with the Edisto Works.

That is my experience with those works—that the climate was not as represented, and that the persons employed there seemed to enjoy good health. I never saw any doctors coming up there. I was a doctor myself, and I was never called in, except sometimes on account of some little accident. I did not hear of any disease among the people, and I did not notice any, and that was right near where this Chicora Park is.

In regard to the particular site of Chicora, I only know from going up there, as I have done many a time at night. I have never lived there myself, but I visited these works night and day, as I had the superintendence of the making of sulphuric acid, and therefore I certainly would have known if there had been any sickness among the white labor. In regard to the colored labor, they came to the city, I suppose, because their families were there.

Now, since I have been attending at the City Hospital, I find there that the diseases are decreasing. As to those which I would attribute to malaria, such as Bright's Disease, which I particularly lecture on, I find it sometimes hard to get a clinic; and I attribute a great deal of the Bright's Disease to malarial influence. Therefore, I am disposed to think that all that climate is improving. The reason I think it is improving, and is going to improve, is that tons of acid vapors

have been thrown out into the atmosphere. These are powerful extinguishers of germ life, and I think the future is bright for that locality, so far as malaria is concerned.

That is about all I think I need say, sir.

Mr. Smyth. I would like to call on Dr. Reese now.

STATEMENT OF DR. REESE, OF
CHARLESTON, S. C.

The Chairman. Doctor, you have heard the statements made by the other physicians, have you?

Dr. Reese. Yes, sir. I simply desire to confirm what has been said. I have nothing special to add to what Dr. Buist and Dr. Memminger have said. I have been living in Charleston for the last sixteen years, and have been in active practice during that time, and more or less connected with the hospital, and I have observed the fact that malarial diseases are very much less prevalent now than in the two years past. In fact, we think very little of them at present.

As Dr. Buist has brought out the absolute freedom from malarial infection at Chicora Park, it is not necessary for me to dwell on that point. I would confirm what he says from actual observation.

STATEMENT OF DR. BAKER, OF
CHARLESTON, S. C.

Dr. Baker. I simply confirm what the other gentlemen have said, and in addition I would like to raise the point, taking into consideration the latest and most advanced theories as to the causation of malaria, the mosquito being one of the commonest means of carrying infection, that where places have been drained, and where the mosquito has disappeared, malaria has disappeared also; and the removal of fresh water ponds accounts for the rapid disappearance of malaria in these districts around Charleston.

Mr. Herbert. I would like to ask a question of the Doctor.

In these statistics, which I quoted a while ago from Admiral Sumner, he quotes the five highest death rates, and the five lowest death rates, and he shows that of those which are highest, Charleston has a death rate of 39.94, Savannah 29.37, New Orleans 27.72, San Antonio 27.02, Mobile 27.07; making Charleston 39, as against the next highest, 29. Those other cities—Savannah, New Orleans, San Antonio, and Mobile—have a large negro population, have they not?

Dr. Baker. I think so.

Mr. Herbert. What is it that causes Charleston to be the most unhealthful city in the United States, even as compared with other Southern cities?

Dr. Baker. Perhaps if you had taken the trouble to bring out the number of cases of malaria, you would have found that Charleston had very few cases in comparison with Savannah, Mobile, and these other places.

Mr. Herbert. He is taking the death rate as it is.

Dr. Baker. I can only confirm what Dr. Buist said, that it is due to the influx of population from the adjacent islands and from all over the State. The sick are brought there in wagons and on the railroads, usually in a dying condition. They are put in the dispensaries free of charge, without question. They are sent into the hospital on a police permit, and that is how we get our excess in death rate and sickness.

Mr. Herbert. The Engineering Review here says:

Only a small part of the city is provided with sanitary sewers, and there appear to be few connections between them. The total area of the city is 5 square miles, including marshes, and only 0.04 or 0.05 square mile has sanitary sewers, all these being located at the extreme lower end of the city, below the City Hall.

The other authority I read from—the doctor who made the health report—accounted for the sickness in Charleston in that way.

Dr. Baker. I do not think he accounted for it in that way entirely.

The Chairman. The committee will have this report of Admiral Sumner before them, and will consider it. There is no necessity for going over it now.

Mr. Smyth. If you desire any further statements, Mr. Chairman, on the question of health or healthfulness, we are prepared to answer any questions from you or the committee. If not, we rest our case where it is, so far as that matter is concerned.

Senator Chandler. Have you any other physicians here?

Mr. Smyth. We have four physicians, all of whom have testified, and confirmed each other's testimony.

The Chairman. The doctors have all appeared this morning?

Mr. Smyth. They have all appeared; yes, sir. Will the committee indicate what other points they wish to take up?

The Chairman. Before you take your seat, Mr. Mayor, you had better explain to us one point that has been suggested, and which slipped my mind, as one of the controversies here. What is the situation as to good water supply for Charleston and for this place, if it is taken as a Naval Station?

Mr. Smyth. I would ask Alderman Rhett, who is familiar with that subject, as I am suffering a little from a bad cold, to explain that point.

STATEMENT OF R. G. RHETT, ALDERMAN OF CHARLESTON, S. C.

The Chairman. Alderman Rhett, give your name to the reporter.

Mr. Rhett. R. G. Rhett.

With regard to that question, Senator, we have had what has been termed an inadequate supply of water from artesian wells for some time; that is, inadequate to thoroughly sewer the city. The city for the last four years has been preparing to get a larger supply, to the extent of 5,000,000 gallons, which will enable us to entirely supply the city with water,

and to sewer it. We found we could only secure that in two ways: Either by private corporation, or by municipal bonds.

Our municipal indebtedness was beyond our constitutional limit. In order to enable us to do that, an amendment to the Constitution was proposed at the last term of the Legislature, and was passed. It was submitted to the people in the fall, and was passed before the people, and the people of Charleston voted ten to one for that. It has now gone to the Legislature for confirmation. It has passed both Houses, and only awaits the Governor's signature to enable the city of Charleston to issue its own municipal bonds wherewith to supply this water from the North Edisto River. This water has been tested by the department chemists, and pronounced good in every way.

In the mean time, we have been treating with a number of private corporations for a supply of water; but we find that in order to get that supply of water by private corporation, and retain the right of the city to buy those works whenever we need them, it is going to cost the city some \$300,000 more than it would cost by issuing our own bonds, and building our works for cash. You, gentlemen, can readily appreciate that the promoter of a private corporation wants a certain percentage. He wants a 5 per cent. bond; he wants it at 90 cents on the dollar; he wants it redeemable at 105; and when you take all those things into consideration, the original cost of the works is increased some three hundred and odd thousand dollars. Moreover, those bonds are 5 per cent. bonds. The others are 4 per cent. bonds; it means a cost of \$30,000 a year. On figuring that out, we thought we had better wait until this constitutional amendment had passed; but so far as concerns the desire of the people of the city of Charleston to have water, they have already voted on it in the proportion of 10 to 1.

The Chairman. One moment, Mr. Rhett, right there. Are there any legal questions that surround the situation that would discredit this issue of bonds, if the city resorts to it?

Mr. Rhett. When the Act was first introduced, it was an Act to amend a certain Section of the Constitution which limited the cities, in issuing these bonds, to 8 per cent. of their assessable property. That is the caption of the Act, and that was the form of the Act when it went through the House. When it went to the Senate, there was another Section of the Constitution which had some reference to this point, which took up the different municipalities within Counties. One of the Senators added to that a reference to this Section, and when the Act was being copied by a clerk, the "ton" of Section Ten was so written, that the engrossing clerk read it "four," and therefore that portion of the Act referred to something else. That has been submitted to lawyers, and we have not had a single lawyer pass on that question, from the Attorney General of the State down, who says that there is any question whatever about that being a good constitutional Act. It was passed through the House within a parenthesis, and an explanation of that fact with exactly the words of the original Act. It does amend the specific Section, which refers to the municipal indebtedness, and refers incidentally to some other Section. That question will be taken up before the Supreme Court immediately, so as to make that issue of bonds that is being prepared available at once. The Supreme Court is in session, and we ought to dispose of that in two months.

The Chairman. Have you any question, taking into account the whole situation, about the city being able to float these bonds?

Mr. Rhett. Not the slightest, sir. I am president of two banks in Charleston, and for my banks I am prepared to take a very large proportion of those bonds myself at par. I have no doubt that without going outside the city of Charleston, all those bonds will be taken.

The Chairman. You said it would give you 5,000,000 gallons of water—do you mean daily?

Mr. Rhett. Daily; yes, sir.

The Chairman. Would that supply also furnish all the Government wants for a Naval Station at Chicora Park?

Mr. Rhett. Oh, yes; the Government only wants 50,000 gallons a day, a very small proportion.

In addition to that, I wish to say to the committee, in order to not let that stand in the way, that the city of Charleston went to a station which was within four miles of this station, where there were springs, had that water examined by chemists both for itself and for the Navy Department; the chemists pronounced it perfectly satisfactory, and the city of Charleston has, by unanimous resolution, passed a guarantee to the Navy Department that it will furnish the water from that source; it only costs a matter of \$20,000 to do it, and it will furnish the Navy Department with its entire supply of water at the same cost that they are now supplied at the Norfolk Navy Yard.

The Chairman. That is independent of this other proposition?

Mr. Rhett. Independent of this other proposition. Of course, if the other is completed, this will be unnecessary, because it will be running right through.

I wish to say that the present Charleston Water Works Company have made us a proposition whereby they undertake within two years to give us the 5,000,000 gallon of water, provided we will enter into a contract to give them the city supply, and within three months to place this supply, which has already been examined by the Navy Department, in the Naval Reservation.

The Chairman. Where does this come from?

Mr. Rhett. It comes from the springs at Ten Mile Hill, the water of which has been already examined by the Navy Department. It was examined before any offer was made about it. They tested the water to know whether it would be satisfactory. I would be very glad to file that letter from the Water Works Company with the committee. It is a company with \$500,000 of bonds, and \$500,000 of stock,

and is amply able to carry out its obligations. It is only a question of whether the city shall accept that offer, or shall issue its own bonds. I have not examined the question sufficiently to say whether it would be best to do that or not. The offer has only been made to us within the last two days.

Mr. Herbert. You say this question of the validity of the constitutional amendment will be taken to the Supreme Court? Has it been decided by the lower Court?

Mr. Rhett. It will be taken on original jurisdiction in to the Supreme Court, on injunction, and it cannot take much more than two months to get that decision.

Mr. Herbert. Who is to take it there?

Mr. Rhett. One of the cities which is affected. The same constitutional amendment affected about half a dozen cities. One of the cities is prepared to take it there, and test the question.

Mr. Herbert. But it has to be decided by the Supreme Court, in order to determine whether it is a valid amendment or not. The people of South Carolina voted upon an amendment under an authority that amended one Section, when they really intended to amend another.

Mr. Rhett. Only the incidental Section. The main Section was amended.

Mr. Herbert. But the incidental Section, which is necessary?

Mr. Rhett. No, I do not think so. We have not had an attorney who has passed on it who has said so.

Mr. Herbert. Why do you take it to the Supreme Court if it is not necessary?

Mr. Rhett. Because when you go to issue municipal bonds, you will find that banks do not want to take that kind of bonds at par, until they are passed on by the Supreme Court.

Mr. Herbert. It has not gone to the Supreme Court yet?

Mr. Rhett. No, it has not.

Mr. Herbert. And until that is done, and the Supreme

Court decides upon the validity of it, you would not care to float the bonds? Is not that so?

Mr. Rhett. Yes, sir. In the mean time we have the offer to supply water from the spring.

Mr. Herbert. I believe the Constitution of South Carolina provides, or did provide before that amendment was made, if the amendment has been made, that no city shall go in debt more than 8 per cent. of the assessable value of its property. What is the indebtedness of Charleston now, relatively to the assessed value of its property?

Mr. Rhett. It is very much in excess of that.

Mr. Herbert. I understand it is about 25 per cent.; is it not?

Mr. Rhett. Yes.

Mr. Herbert. It is about 25 per cent. now?

Mr. Rhett. Yes, sir.

Mr. Herbert. And this other would add how much to that 25 per cent.?

Mr. Rhett. I would add a million and a quarter. There the value of the taxable value is something like seventeen and a half million. It would add about 10 per cent., would it not?

Senator Chandler. Something like 6 per cent.

The Chairman. Six per cent.

Mr. Herbert. And it is possible, you think, to float those bonds under the existing conditions?

Mr. Rhett. That is my business, Mr. Herbert; and I am perfectly prepared to take those bonds, and I have others behind me in the city who are willing to take that issue of bonds at par. If you doubt my ability to take them, I will be able to furnish you proof to that effect. There is no trouble about having the bonds floated.

— Senator Perkins. The Navy Yard being without the jurisdiction of the city, the municipal authorities would be under no obligations to furnish the Federal Government with a fresh water supply at the rate charged by the city, would they?

Mr. Rhett. They would not be under any obligation to do so.

Senator Perkins. What is the municipal rate now per thousand gallons?

Mr. Rhett. It is not a meter rate. There are no meters, or anything of that sort now. It is made by private trade.

Mr. Herbert. The law is, as a general rule, that a city can only make improvements and do work within the corporate limits, or something that is necessarily incidental to the general purposes of a municipal corporation, which is a benefit to the people within its limits. Now, what provision is there in the charter of the city of Charleston—can you point out one—which will give directly or incidentally the power to the city of Charleston to help the Government of the United States build a Navy Yard six miles off, and get water to it?

Mr. Rhett. If this Government or this committee wishes a sufficient individual and private guaranty, we are prepared to give it. There is no question about that. If you desire it, we are perfectly willing to furnish it.

The Chairman. If you get this water, I suppose what you expect to do is to make a contract with the company, or whoever owns it, for supplying so much water, and to be paid so much for it. I suppose that is the idea?

Mr. Rhett. If this private corporation does it, and we accept that offer, they agree to furnish water at the Navy Yard at the price at which it is now being furnished at the Norfolk Navy Yard. That is the obligation I think, gentlemen.

The Chairman. Is there anything further on this point, Mr. Mayor?

Mr. Smyth. I was going to say that the city of Charleston had guaranteed to furnish that water.

Mr. Herbert. I was asking about the authority of the city of Charleston, and I would like for you to point out something in the charter of the city of Charleston that would

give the legal authority to you, as Mayor, or to the corporation, to enter into this work outside of the city.

Mr. Rhett. We answer in respect to that, that if the Department is not satisfied with the obligation of the city in that respect, we are prepared to furnish any obligation, with any surety desired, to do that. We, the citizens of Charleston, who have money at stake there, are prepared to stand by and give this guaranty.

Mr. Herbert. But you cannot point out anything which will make the present guaranty good?

Mr. Rhett. Of course if you are going to attack each point, we will bring up counter replies, and give you guaranties.

The Chairman. We are not going into that. Is there anything further on this point of water supply?

Judge Brawley. Mr. Chairman, I know a great deal about the water supply of the city of Charleston. I am interested in the water company, and I know it will do what I say it will do. It has made an offer to the city within ninety days to put all the water at the Naval Station that is desired. It is able to do it, and willing to do it, and it will be water that has been analyzed and submitted to the Board, and which is pure and satisfactory.

The Chairman. And of which there is an abundant supply?

Judge Brawley. Of which there is an abundant supply. There is not the slightest trouble about it whatever.

Mr. Herbert. You do not mean that there is an abundant supply inside of Charleston?

Judge Brawley. No, sir.

Mr. Herbert. But there will be when you get it?

The Chairman. He means an abundant supply at this place?

Judge Brawley. A company which is able to carry out its contract, will put it there within ninety days, if necessary.

Senator Perkins. And at rates that are satisfactory?

Judge Brawley. Yes, sir.

Mr. Smyth. And they guarantee that the charge will not be over what the Navy Yard at Norfolk pays now, which is 15 cents a thousand gallons.

The Chairman. Is there anything further on this point, Mr. Mayor?

Mr. Rhett. Would you desire us to file any of these papers here about the supply?

The Chairman. You had better leave them with the Clerk.

Mr. Rhett. I think the originals are here on file, any how. What I have here are in print.

The Chairman. Senator Tillman, I think, perhaps, we had better go now to the question of the channel. At your suggestion, while you were away, we communicated with the Chief of Engineers of the Army, and he has directed the officers in charge of this work, one or more of them, to come here and present to us the condition of the channel of Charleston as affecting ingress and egress of large ships of the Navy.

Senator Tillman. I have always regarded that as the only issue.

The Chairman. That is the most important issue, evidently.

Senator Tillman. It seems to me that is the only question that would affect this matter.

Senator Chandler. That is anticipation, Mr. Tillman. Suppose we hear from these officers, and give our opinions on the whole case afterwards?

The Chairman. What officers are here?

Senator Tillman. Colonel Hains is here from the Engineer Department, so I am informed. I just reached the city about two hours ago, and I did not know who had been asked to come here.

Mr. Smyth. There are four gentlemen here from the Engineer Department, three of them in succession having had charge of the work at Charleston.

Senator Chandler. Suppose you have those gentlemen make their statements, taking them up in such order as you deem advisable?

Mr. Smyth. Colonel Hains, would you be kind enough to make a statement to the committee on the subject?

Colonel Hains. Yes, sir.

Mr. Smyth. Colonel Hains is the Division Engineer.

The Chairman. Colonel Hains has been down in our neighborhood.

STATEMENT OF COLONEL PETER C. HAINS,
CORPS OF ENGINEERS, U. S. A.

The Chairman. Colonel Hains, what the committee want demonstrated is the availability of this site as affected by the condition of the channel, and securing the depth of water ample for large battle ships to go in there.

Senator Chandler. Or that can be obtained at reasonable cost.

Senator Tillman. I would state for the information of Colonel Hains that in the hearing we had last Thursday, Secretary Herbert brought in two engineers—distinguished gentlemen here—who attacked the probability and almost possibility of deepening the bar at Charleston so as to admit a battle ship of the larger class.

The Chairman. Those two gentlemen were Professor Haupt and Mr. Ripley.

Senator Tillman. I thought it was no more than fair to the Charleston people to have the Army Engineers who are in charge of this improvement brought here to say what they think is now the situation, and what they hope or expect to be the condition later on; and the committee could make up its mind afterwards.

Colonel Hains. In reply to that, Senator, I would say that the heaviest draft of a battle ship is about 27 feet—from 27 to 28 feet. We are now working on a project at Charleston to get 26 feet at mean low water. There is a rise of tide there of pretty nearly 6 feet ordinarily. That would give 32 feet at ordinary high tide. That you can get 26 feet at low

tide at Charleston is, in my opinion, as sure as the sunrise. I do not think there is any trouble about it whatever. There will be two dredges at work there on that bar in a short time, and we have got 23.3 feet now—23.9 is the latest survey, but at the end of last month we had 23.3. The 23.9 feet is not the full width, however. It is only a question of a little over 2 feet, and you can take in there now the biggest battle ship afloat.

The Chairman. At high water?

Colonel Hains. At high water; yes, sir.

The Chairman. How is it with reference to the filling in from time to time? Is this variable, and after you have spent an appropriation, and obtained 23 feet or 22 feet, does it fill in so, that six months afterwards it is less than that, or are you constantly—I say “you,” I mean the engineer officers—are you constantly and permanently increasing the depth of the channel?

Colonel Hains. The plan adopted at Charleston was to concentrate the current, and wash the materials between the jetties farther out to sea. That has accomplished a good deal; but, as a matter of course, if it is only pushed out to sea, if there is a very large mass of it, and the water is not very deep, it will form a bar outside of those jetties; but besides what is scoured out, we have got one dredge at work, and another one building to go to work, and it is expected at least to keep one dredge constantly at work there. With that dredge I do not apprehend the slightest difficulty in keeping 26 feet depth at the very least.

Senator Chandler. Will you explain here why, in designing the harbor improvement, a new channel was made, instead of deepening and using the old channel?

Colonel Hains. The reason for it was they only had about 14 feet there at low tide—from 12 to 14 feet—before they put this work in.

Senator Chandler. But the attempt was made to convey the impression that the old channel could have been deepened

at less expense, and with less liability to fill up again than the new channel, which you made by running directly out from the harbor opening.

Colonel Hains. That is one of those questions, Senator, that it is pretty difficult for anybody to say absolutely what would have taken place if they had gone to the old channel.

I was rather inclined to that old channel myself at first, but I think I was mistaken, and I think the proper place for the channel is where it is now.

Senator Chandler. The channel is artificial after you go outside the jaw of the harbor. The other was natural.

Colonel Hains. This is no more artificial than the other one would have been. It is not quite as deep as the other. The other one was a little deeper than this one in the old times.

Senator Chandler. This is a natural channel that is now being deepened, is it?

Colonel Hains. Yes, sir; this was a natural channel.

Senator Chandler. What do you say of a complaint of its being deepened there at right angles to the current, which brings in the sand, that it is more likely to fill up than if it was turned farther south?

Colonel Hains. I think that is not so, sir. I do not think there is any more danger of that filling up, nor as much danger of that filling up, in its present place, than there would have been if it had gone farther south. Charleston Bar there is peculiar. You know there is a long reach called Pumpkin Hill Shoal that extends down several miles. This shoal forms a kind of a jetty along that Morris Island, and it used to carry the main body of the water out that way and then out to sea, down near what is called the Light House Inlet. That used to be the best channel, but both of them have been in use for a number of years. The one we use now was used for light draft vessels. Now the old one is used for light draft vessels only.

Senator Chandler. The engineers' decision was merely the selection of one of two natural channels?

Colonel Hains. That is it, sir.

Senator Butler. How far out has this bar been built by the washing out process you spoke of—dumping the dirt out?

Senator Perkins. What is the advance of the bar out into the ocean annually, like the mouth of the Mississippi?

Colonel Hains. I cannot answer that question. It is not very great, though.

Senator Perkins. Several hundred feet?

Colonel Hains. Annually?

Senator Perkins. Yes.

Colonel Hains. I cannot tell. I have not examined the maps with reference to that.

Senator Butler. Colonel, you said a few moments ago that if the water was not deep, that would be a serious question. Is the water deep out into the front of this harbor at the end of the jetties, or is it shallow?

Colonel Hains. It shoals off; its slope is rather gentle. It is more gentle than in many places, but it is not a long distance to the 30-foot curve.

The Chairman. If a battle ship of 27 feet draft was approaching Charleston, going in and up to the Navy Yard, where would she first strike shoal water, supposing she was coming from the north?

Colonel Hains. And she was going into the harbor?

The Chairman. Yes, going into the harbor.

Colonel Hains. The first shoal water would be just outside the end of the jetty. I should judge something like a mile, perhaps.

The Chairman. A mile out?

Colonel Hains. No, hardly as much as that; perhaps about three-quarters of a mile.

The Chairman. How shoal would that water be?

Colonel Hains. That would be about where you find now the shoalest water.

The Chairman. How deep would it be?

Colonel Hains. It is 23 feet now.

The Chairman. Your channel that you propose to make is to be 26 feet?

Colonel Hains. Yes, sir.

The Chairman. Now, I say, if that channel, which has jetties, I take it, to scour and carry the water off—

Colonel Hains. The shallow water is between the jetties, and then the impulse of the water coming out through these jetties scours it out still further.

The Chairman. That is what I want to know. Where would the battle ship strike the shoal water coming in first? She would have to get in the channel and between the jetties, but before that where would she first strike shoal water?

Colonel Hains. Just outside the jetties.

The Chairman. How far outside?

Colonel Hains. That depends altogether on circumstances, Senator. It might vary. It might be one thing one year, and something else another year.

The Chairman. Would this great battle ship have any difficulty in getting into the channel proper that you are making within the jetties?

Colonel Hains. No, sir; because this deep water between the jetties would extend right out to the deep water outside of the jetties.

The Chairman. Some of the witnesses have stated that the effect has been to add to the bar immediately outside of the jetties; that that is accumulating all the time. How would the ship get over that?

Colonel Hains. There is a certain amount of accumulation there, Senator. There is no question about that, but it does not begin to amount to the quantity that a good sized dredge will remove for a width, say of 500 or 600 feet.

The Chairman. So you expect, when you reach this 26 foot channel, that the constant work of a great dredging machine will not only keep the channel within the jetties 26

feet deep, but that the scouring and impetus of the water, and all that, with the dredge, will continue it, so that the battle ship will go right into the channel?

Colonel Hains. Yes, sir. The jetties themselves will keep the water deep enough between them and for some distance beyond them; but just exactly where you begin to shoal, no man living knows.

The Chairman. You would not want to risk that without constant dredging?

Colonel Hains. Well, in the course of time, there will be no dredging necessary; but it may be a long time. We cannot tell how much material has got to get out of there.

The Chairman. Why? Because everything would be carried out?

Colonel Hains. The only reason why you cannot tell is, that you cannot tell where it is all coming from, and you cannot tell where it is going to stop.

Senator Butler. Will not the amount of dredging necessary each year be increased by this piling up of the bar going farther and farther out?

Colonel Hains. No, sir.

Senator Tillman. With your permission, Mr. Chairman, I would like to suggest something to the Colonel in line with what was brought out by Professor Haupt the other day, which will possibly open up the subject better.

The Chairman. I wish you would do that.

Senator Tillman. It was contended by Mr. Haupt that this sand you have to deal with drifts over the inner end of the jetty, being brought down by the northern current, and that it is constantly filling up the passage between the two, and that this scouring of the tide carries it on out and makes a deposit at the mouth or down outside the mouth of the jetty. There is a proposition already before the Commerce Committee to improve the Charleston Harbor by extension of the jetties—that is, a survey is being asked for, looking to the maintenance of a channel of 30 feet at mean low tide. Now,

there is one fact that has not been brought out here—that is, that Charleston Harbor is not fed by any stream that brings down deposit. There is no washing in of deposits from above Cooper or Ashley Rivers, therefore the only sand you have to deal with is that which drifts over the wall at the inner end, and whether you experts would propose to raise that jetty wall farther up or how, I do not know.

Colonel Hains. There is not a great deal of that sand.

Senator Tillman. There cannot be a great deal.

Colonel Hains. No, sir.

Mr. Smyth. Did Professor Haupt speak from personal knowledge on that point?

Senator Tillman. No; he was speaking from his general engineering knowledge; he merely gets the Coast Survey Reports and the maps of the engineers, and then evolves his theory and his argument from the facts which they furnish.

Mr. Herbert. Colonel Hains, if I may question you now, I will proceed. Are you through, Senator Tillman?

Senator Tillman. I am through. I merely threw that out to bring out the facts.

Mr. Smyth. Probably Captain Sanford, who has had this thing particularly in hand, and made a personal survey, I believe, can answer these various questions you have been propounding to the District Director more satisfactorily.

Colonel Hains. What the Senator says is correct. There is no sediment brought down by any of the streams that enter Charleston Harbor.

The Chairman. And for that reason you think in time there would be no more dredging needed?

Colonel Hains. In time there would be no dredging needed for a 26 foot channel. If you want to get 30 feet though, after you get 26, and then get 35 after you get 30, you will have to keep on dredging.

Senator Tillman. We will have to keep abreast of these other harbors. League Island now wants an appropriation, and as we have got back into the Union, we want our slice too.

Senator Chandler. That is very apparent, Senator, and always has been since you got into the Senate.

Colonel Hains. I would like to say, Senator, that the demonstration of what I say about this depth of water is, I think, partially shown by the fact that we have already deepened the channel about 12 feet. We have got 12 feet more there now, pretty nearly, than you had before.

The Chairman. How long has dredging been going on in the Channel in Charleston Harbor?

Colonel Hains. It has been going on for five or six years.

The Chairman. More than that, is it not?

Colonel Hains. I am told that it is twelve years.

The Chairman. Do you know how much money has been spent there?

Colonel Hains. There has been about \$4,000,000 spent, but not for dredging. A large amount of that, nearly all of it, was spent for jetties.

The Chairman. But it was used in the improvement of the harbor?

Colonel Hains. Yes, sir.

Mr. Herbert. Colonel Hains, you said there are about 23 feet now. How wide is that 23-foot channel?

Colonel Hains. Captain Sanford can answer that question better than I can. I do not know. He has recently made a survey of it.

Mr. Herbert. It is very narrow, is it not?

Colonel Hains. I presume it is. I do not suppose that is the full width, but they have got 23.9 feet in reality.

Mr. Herbert. Colonel, you are a division engineer?

Colonel Hains. Yes, sir.

Mr. Herbert. And as such, you have superintendence over that work?

Colonel Hains. Yes, sir.

Mr. Herbert. The local engineer—is he called local engineer?

Colonel Hains. He is the district engineer.

Mr. Herbert. You and he have differed somewhat recently, have you not, about the method of carrying on that improvement?

Colonel Hains. The predecessor of the present district engineer submitted a project some two or three years ago, recommending the extension of the jetties and the raising of the inner end.

Mr. Herbert. What did you say about that?

Colonel Hains. I did not agree with him. I think that the raising of the inner ends is something that would be detrimental.

Mr. Herbert. Why do you think it would be detrimental?

Colonel Hains. It is necessary, in the case of Charleston, to retain a preponderance of the ebb current. If the ebb current and the flood current were about the same, there would be a constant motion of the sand first one way and then the other, and there would be no tendency to move far out of the way; but with this system of jetties that has been inaugurated there at Charleston, the flood current comes in over the shore ends of the jetties. They are only raised up to low tide, and the great mass of water comes in there. It is necessary to do that in order to retain the amount of water that is to go out between them. Then, in that case, the measurements there show that the maximum velocity of the ebb current exceeds that of the flood considerably.

Mr. Herbert. You spoke of the jetties being only raised up to low tide. Are they not about 18 feet below low tide?

Colonel Hains. I cannot answer that question absolutely. I can only say they are about low tide. I have been there and seen them, but I did not notice exactly how the tide was. How is that, Captain Sanford, are the inner ends of the jetties below low tide?

Mr. Herbert. On the south jetty there is an opening left. I know that is for the other channel. There is a deep opening there about 20 feet, and is there not an opening above in the other jetty?

Colonel Hains. Captain Sanford says there is. I did not know there was.

Mr. Herbert. Who was this district engineer who differed with you on this subject?

Colonel Hains. Major Ruffner.

Mr. Herbert. Is he here?

Colonel Hains. Yes, sir.

Mr. Herbert. What were the points on which you differed?

Colonel Hains. In the first place, I thought it would be a bad thing to raise the inner ends of the jetties. In the second place, the estimated cost of deepening the channel to 26 feet by his method was about ten times that of putting dredges on there.

Mr. Herbert. And you preferred dredges?

Colonel Hains. I preferred dredges, because with dredges you know exactly what you are going to do, and I think we would have to have a dredge for a large part of the time, anyhow.

Mr. Herbert. You overruled him?

Colonel Hains. No, sir; I did not overrule him.

Mr. Herbert. You disapproved of his recommendation, you being his superior officer?

Colonel Hains. I did not disapprove exactly. I said I did not concur in his views, and I recommended this other project.

Mr. Herbert. Non-concurrence is the same as disapproval, is it not, considering your position as his superior officer?

Colonel Hains. He is not under my orders exactly in that respect.

Mr. Herbert. At any rate, you did not agree with him?

Colonel Hains. I did not agree with him; that is correct.

Mr. Herbert. You did not agree with him about extending them? Why?

Colonel Hains. Because I do not think it is necessary.

Mr. Herbert. You thought it could be done with dredges? Where has the dredge been working?

Colonel Hains. The dredge that is on there now?

Mr. Herbert. Within the jetty, or outside?

Colonel Hains. Both.

Mr. Herbert. Why should it be at work between the jetties? Why does not the current now do this work there that you expect it to do when the jetties are completed, without the aid of a dredge?

Colonel Hains. There is a good deal of material there that you can hardly get a current to remove.

Mr. Herbert. Where does that material come from?

Colonel Hains. It was deposited there by nature thousands of years ago.

Mr. Herbert. And it has been there all the time?

Colonel Hains. It has been there all the time.

Mr. Herbert. None of it comes down by the littoral movement of the sand?

Colonel Hains. There is some that comes down, yes; but there is other material that comes in there.

Mr. Herbert. Is it not the natural littoral movement down toward that jetty along the shore caused by the tide? Is not that the natural littoral movement of the sand down over those jetties?

Colonel Hains. There is a movement down, but it does not go over the jetties; no, sir. I do not agree with you about that at all. It is outside of the jetty.

Mr. Herbert. Does it not come over that part of the upper jetty that is below low water mark?

Colonel Hains. There may be a little coming in there, but I do not think a great deal, because that is away in—about 5 miles from the outer end of the jetty.

Mr. Herbert. You have to do dredging where it does come in?

Colonel Hains. No, sir; you do not do dredging there.

Mr. Herbert. Have you not done dredging there?

Colonel Hains. Never a bit.

Mr. Herbert. Where, on the inner side, are you doing the dredging now? Whereabouts within the jetties are you doing the dredging?

Colonel Hains. We are not doing any dredging between the jetties just at the present time.

Mr. Herbert. You are doing it outside?

Colonel Hains. Outside.

Mr. Herbert. You say one dredge will be sufficient, or is sufficient to do that work?

Colonel Hains. If you ask me for a professional opinion, I will say that one large dredge there will keep that channel open, in my opinion.

Mr. Herbert. You have got a large dredge there now, named the "Charleston," have you not?

Colonel Hains. No, sir; it is a small dredge.

Mr. Herbert. You are building another?

Colonel Hains. Yes, sir.

Mr. Herbert. What is the capacity of that dredge that is there now, the "Charleston?"

Colonel Hains. It takes out about 30,000 yards a month, or something like that. That is about it, is it not, Captain Sanford?

Captain Sanford. That is about it.

Mr. Herbert. You are building another dredge?

Colonel Hains. Yes, sir.

Mr. Herbert. Of a capacity of what?

Colonel Hains. I do not know much about the capacity.

Captain Sanford. It will have a capacity of about 100,000 cubic yards a month.

Mr. Herbert. You say there is some deposit of sand on the outside, and along the place where you expect the channel to go? You say there is a deposit of sand taking place there all the time?

Colonel Hains. No, sir; I did not say that.

Mr. Herbert. Is it not a fact?

Colonel Hains. No, sir.

Mr. Herbert. You say it is not?

Colonel Hains. No, sir; it does at times, but it does not all the time.

Mr. Herbert. Has not that shoal advanced about 2,000 feet, or at the rate of about 500 feet a year, for the last four years?

Colonel Hains. What do you mean by "has not the shoal advanced?"

Mr. Herbert. I mean has it not shoaled farther out from the ends of the jetties?

Colonel Hains. You mean is there shoaler water now out at a place, say a mile beyond the ends of the jetties—

Mr. Herbert. I do not say a mile.

Colonel Hains. Well, any distance?

Mr. Herbert. Yes, say 1,500 feet?

Colonel Hains. There is shoaler water there now than there was before the jetties were built? Do you mean that?

Mr. Herbert. Yes.

Colonel Hains. I guess that is so. I cannot answer that question with absolute certainty.

Mr. Herbert. Has not that shoal been advancing?

Colonel Hains. It is advancing, but it is not the same shoal.

Mr. Herbert. No, not the same shoal, but the continuity of it, I should think, would make very nearly the same shoal.

Colonel Hains. Yes; but if you have got a shoal, with 26 feet on it, I do not think it amounts to any shoal.

Mr. Herbert. If you want to call it a new shoal, have not new shoals been forming?

Colonel Hains. There has been sand moving out there.

Mr. Herbert. Has it not moved out 2,000 feet?

Senator Chandler. Where does that sand come from that comes over the jetties? You swore that sand could not get over the jetties. Where does that sand come from?

Colonel Hains. It comes down the coast, and there is some of it already on the other side. There is a constant movement.

Senator Chandler. You said it could not get over the jetties?

Colonel Hains. Yes.

Senator Chandler. If it does not get over the jetties, and does not come down from the inner harbor, why does it make a shoal outside the jetties?

Colonel Hains. I do not say none of it comes from the inner harbor. Some of it does come from the inner harbor.

Mr. Herbert. And some of it comes from the outside?

Colonel Hains. Yes, sir.

Senator Tillman. Mr. Chairman, we are discussing things here that can be explained very quickly by putting up the map of the present survey, and the map of the survey of five or six years ago, made by the officer immediately in charge. If we do that, I think it will save time.

The Chairman. Undoubtedly.

Senator Perkins. What does it cost per cubic yard to remove the sand?

Colonel Hains. I think it costs, with the dredge that we have at work, about $4\frac{1}{2}$ cents.

Senator Perkins. Is that pumped up through pipes on to the shore?

Colonel Hains. No, sir; it comes up on to a vessel, and is carried away out to sea and dumped.

Senator Perkins. You remove it as low as $4\frac{1}{2}$ cents.

Colonel Hains. Yes, it is absolutely removed; it never can come back again.

Senator Perkins. That is very cheap for it?

Colonel Hains. I do not know exactly what the price is now. It has varied at different times.

Senator Perkins. I supposed that you pumped it up on shore?

Colonel Hains. No, sir; it is pumped up on board the ship.

The Chairman. Before you sit down, Colonel Hains, I want to put a few general questions to you. We cannot go into this thing as thoroughly as engineers would do, or as thoroughly as the Committee on Rivers and Harbors of Congress would. You have been in this work at one place and another for how many years?

Colonel Hains. Along the coast of the United States, say from Baltimore down to Mobile, as Division Engineer, I have had charge of it for between five and six years; but I was Light House Engineer for several years at Charleston, and I was Secretary of the Light House Board at one time, and I have been engaged on harbor and river works—

The Chairman. That is what I mean—how long?

Colonel Hains. Since 1865—thirty-five years.

The Chairman. Now, I want to ask you as an engineer, with this knowledge that you have gained by thirty-five years' experience, and with the special knowledge you have of this place, first, have you any doubt in your own mind of establishing and making a channel of 26 feet clear out there for ships?

Colonel Hains. No, sir; none whatever.

The Chairman. Next, have you any doubt of the practicability by dredging afterwards of maintaining that as a constant and permanent channel 26 feet at low water?

Colonel Hains. That is what I mean.

The Chairman. Is there in your mind any doubt about it?

Colonel Hains. None whatever.

The Chairman. You look upon it as entirely feasible?

Colonel Hains. As entirely feasible.

The Chairman. You can see your way clear to its being done, and you have no doubt that it will be done?

Colonel Hains. None whatever.

Senator Chandler. In round numbers, how much will it cost in the first instance, and what will be the annual cost for maintenance of the 26-foot channel?

Colonel Hains. It is pretty difficult to say what it would cost annually to maintain that 26 feet. I would not give a cent for the opinion of any engineer who undertook to give it with anything like exactness, but I should think from the measurement we have taken, that the removal of a million cubic yards of material there a year, which can be done with one good big dredge, would be sufficient.

The Chairman. Such a dredge as the one you are now building?

Colonel Hains. The one that is now building will maintain it right straight along.

The Chairman. What does that dredge cost?

Colonel Hains. About \$100,000.

Senator Chandler. One hundred and fifty thousand dollars is appropriated. How much will it cost to complete the work before you come to the maintenance of it, in round numbers—to get this channel into the Navy Yard?

Colonel Hains. I have not gone into those figures to see just exactly what it would cost.

The Chairman. Can Captain Sanford give us those figures when he comes on?

Colonel Hains. Yes, sir.

The Chairman. Then we need not spend any more time on that.

Senator Chandler. I thought those questions were supplemental to your question, Mr. Chairman?

The Chairman. Certainly; but he does not know so much about that as the engineer in charge.

Colonel Hains. Captain Sanford is in direct charge of the work.

Mr. Herbert. Do you propose to extend the jetties there?

Colonel Hains. I do not think it will be necessary. It may be, possibly; but I do not think it will be necessary to extend the jetties.

Mr. Herbert. Looking at that map behind you, you changed the channel and ran out there to the left, did you not?

Colonel Hains. Yes, sir. You see this shaded part, here is a shoal. That shoal has been moving down in that direction [indicating]. You see it is away out beyond the jetties. It is not coming over the jetties. It is away out here. That has been moving down. We found in dredging through here on this line, which gives a range up here for coming in

through the channel, that that sand was coming in almost as fast as we could get it out, and the dredge had to work so close to the edge of this shoal that it was dangerous. It is a rough place out there at sea, sometimes, where these dredges work. The consequence was it was found that that [indicating] seemed to promise better results. This was abandoned, and a cut was made through there [indicating].

Mr. Herbert. You changed the direction and took another short cut to deep water, because it shoaled in front of you while you were at work?

Colonel Hains. No, sir; it did not shoal in front of us. That shoal was there too. It had already shoaled.

The Chairman. That was the old shoal.

Mr. Herbert. Had not your original plan been to go that way [indicating]?

Colonel Hains. Yes.

Mr. Herbert. Then why did you change?

Colonel Hains. Because that sand out there has got to be removed some time or other. It has got to be removed either by the currents or by dredging. If we dredged along here, there was no chance for the currents to move any of it, because it was all coming down into the channel. So we went on that side of it to escape it, and left the mass of it, or as much of it as the current and flow here could carry, so that it would not move it into our channel, and we went through there [indicating]. That channel we expect soon to swing around.

Mr. Herbert. Now, is there not sand north of that which is drifting just as that other drifted—down toward your channel all the time?

Colonel Hains. There is sand all the way along to Chesapeake Beach.

Mr. Herbert. Is it not drifting in that direction?

Colonel Hains. To a certain extent, yes.

Mr. Herbert. Is it not a shoal? Does it shoal all the way to Chesapeake Beach?

Colonel Hains. It depends upon how far you are from the shore.

Mr. Herbert. I am asking you if there is not a shoal right there, north of you, coming down?

Colonel Hains. Where do you mean, there [indicating]?

Mr. Herbert. Yes.

Colonel Hains. The chart will answer that. I would rather not answer it, because I cannot remember just exactly the shape.

The Chairman. It is all these difficulties that you expect to overcome in the future by constant dredging?

Colonel Hains. We expect to overcome them by constant dredging.

Mr. Herbert. How many times do you think you will have to change direction?

Colonel Hains. I think when you once get down there [indicating] you will not have to change at all.

Senator Tillman. Mr. Chairman, would it not be well to take up the matter in regard to the Port Royal entrance? There is a comparison in the report of the Board in regard to the relative cost of the two improvements. Of course, if we are getting the Colonel's opinion on the defensive, we might as well get his opinion on the offensive, in this proposition, as these other gentlemen are maintaining a different theory.

Senator Chandler. Let us get through with Charleston first.

Senator Tillman. I was afraid it would take us all the week.

Colonel Hains. Senator Tillman asked me a question as to whether there was not another shoal up here, coming down, just below this? I answer emphatically, no; according to the chart.

The Chairman. Whatever these difficulties are, you expect to overcome them by dredging, you say?

Colonel Hains. By dredging; yes, sir.

Mr. Herbert. Here is your map, the last one that was made. What do you call that up there [indicating]?

Colonel Hains. That is a shoal.

Mr. Herbert. Is not that just north of it?

Colonel Hains. There is another chart which shows there is not any.

Mr. Herbert. That is north, is it not?

Colonel Hains. No; that is northwest.

Mr. Herbert. Here is the shoal you dodge by going up there [indicating]?

Colonel Hains. Yes.

Mr. Herbert. Is there not a shoal up there [indicating]?

Colonel Hains. Yes.

Mr. Herbert. Is not that just north of it?

Colonel Hains. It is northwest of it.

Mr. Herbert. Is it not north of this channel you are making?

Colonel Hains. It is north of that channel, yes.

Mr. Herbert. That is what I asked you.

Colonel Hains. The other chart does not show it.

Mr. Herbert. It is there, according to this chart.

Colonel Hains. There is some shoal there.

Mr. Herbert. Is it not a big shoal running all along there [indicating]?

Colonel Hains. I understood you to say the shoal just north of this, up here [indicating].

Mr. Herbert. I said north of that, and it is directly north, and right close to it.

Colonel Hains. No; that is northwest.

Mr. Herbert. It is exactly north of this part, and north of this part [indicating].

Colonel Hains. No, sir; I do not agree with you exactly. That is straight north, but that is not [indicating].

Mr. Herbert. When you start straight north, do you not run through that shoal? Take the middle of it and go through there [indicating]. Do you not go through that shoal?

Colonel Hains. That indicates a shoal, although the other

chart does not. That is some shoal. The other chart shows there is over 20 feet there. This shows that it has shoaled up there from 4 to 6 feet, along there [indicating].

Mr. Herbert. This is the chart of 1900, the last one.

Colonel, has not your corps of engineers, who had this in charge, been mistaken about what you were going to get, in the promises that were made to the Government as to the result, since you began there?

Colonel Hains. At Charleston?

Mr Herbert. Yes; and do not your reports show that your predictions several times were not verified, and that you had to call for more money, and that you did not make any substantial progress into deep water?

Colonel Hains. No, sir: I cannot say that they do.

Mr. Herbert. You were not mistaken at any time, and all your predictions were correct?

Colonel Hains. I do not know about what other people have predicted. There may have been a good many predictions that other people have made. I have not been very much mistaken in some of my predictions.

Mr. Herbert. You have been somewhat, have you not?

Colonel Hains. No, I do not think I have, in any of them about this harbor.

Mr. Herbert. Well, we will see. When you started at this in 1878, did you expect to be this long before you got to deep water?

Colonel Hains. I had nothing to do with it in 1878.

Mr. Herbert. When did you begin?

Colonel Hains. In about 1896 or 1897.

Mr. Herbert. Did you then expect it to be this long before you got the amount of water you have? Did you not think you would get it more rapidly?

Colonel Hains. I never expected to get more than 21 feet. We have got 23.3 feet, and the project we were working on there was only 21 feet. We have got 2.9 more than we expected.

Mr. Herbert. More than you predicted in your reports?

Colonel Hains. More than we were working for. That project was only a 21-foot project. It was only expected that we would get 21 feet, and we have got more than that now.

The Chairman. You were not then dealing with a channel for battle ships?

Colonel Hains. Four or five years ago—no, sir.

STATEMENT OF MAJOR FREDERICK V. ABBOT,
CORPS OF ENGINEERS, U. S. A.

The Chairman. Give your name to the stenographer, Major.

Major Abbot. Major Frederick V. Abbot, Corps of Engineers, United States Army.

The Chairman. Where are you on duty now?

Major Abbot. In Washington, at the Office of the Chief of Engineers.

The Chairman. What relation have you to the work in Charleston Channel Harbor?

Major Abbot. None at all.

Senator Tillman. He built the jetties, though.

The Chairman. I understand; but what relation have you to them?

Major Abbot. None at all now.

The Chairman. I do not mean now.

Major Abbot. I was stationed in charge of the work.

The Chairman. Go on, then, and state about it.

Major Abbot. It depends on what you want to know. I started when we had about $10\frac{1}{2}$ feet of water, and when I left we had $19\frac{1}{2}$ feet of water.

The Chairman. How many years was that?

Major Abbot. I was stationed there from twelve and one-half to thirteen years.

The Chairman. Was your work permanent when you go $19\frac{1}{2}$ feet?

Major Abbot. Yes sir.

The Chairman. It was a permanent channel?

Major Abbot. It seemed to be during the time I was there.

The Chairman. When were the jetties built?

Major Abbot. I completed them very shortly before I left there, in 1897. The last stonework on them was done the last year I was there.

The Chairman. Have the jetties worked satisfactorily?

Major Abbot. They had up to that time. I have not followed the work since.

The Chairman. As to what has taken place during the last four or five years, can you give us any information?

Major Abbot. I know nothing at all about it.

The Chairman. You perfected the jetties while you had the matter in charge, did you?

Major Abbot. Yes, sir.

The Chairman. And up to that time the jetty work was successful, was it?

Major Abbot. Entirely so.

The Chairman. It answered your expectations?

Major Abbot. Yes, sir.

The Chairman. And did it carry the sand and whatever there was in the channel far enough out so as to keep the channel at 19 feet?

Major Abbot. Yes, sir. There were two large shoals between the jetties at the time I started.

Senator Chandler. Describe the jetties; how they were made? What they were made of?

Major Abbot. There were two jetties, composed of a log foundation, covered with heavy rock. The inner portion of the jetties on each side are comparatively low, so as to admit the flood tide coming in along the shore. The outer portions were built up above high water mark when I was there, so as to retain whatever water was thrown in between them, due to the dynamic action of the water. In the harbor

the current flows out in the general direction of the Swash Channel. In the old days it was deflected to the south by the sand bars out in front, and ran down along the coast, as I recollect, for 3 or 4 miles, and then found its way out over a number of channels below. There was also a channel up in this direction, and a crooked channel through here [indicating], with about $10\frac{1}{2}$ feet of water in it. You could work a 12-foot line through on one surface, but it was so crooked that no boat could possibly have followed it.

The Chairman. You mean 12 feet above low water?

Major Abbot. I speak of low water entirely. The original condition, when I took charge there, was this: There was a very large shoal in on this side, and another one, known as Jim Evans Shoal, in on this side [indicating]. As a result of a good many years work, we got only about 5 per cent. of the total estimated cost of it appropriated annually. Under those circumstances it was very important in distributing each year's appropriation to do only such work as could not do any harm. It would have been very easy, by putting the stone in in the wrong place, to have possibly hurried results here [indicating], and had the channel break out somewhere across the projected position of the channel. So the first thing I did was to complete the foundations. Then I began at the outer end, and put my annual appropriation into raising them up and getting the outer ends firm and solid, before I threw any additional strain on them. Otherwise, by doing the work at this end, which would probably have given me deep water sooner, I would have run the risk of throwing this force in between uncompleted outer ends, which might have ruined everything. The question came up here as to the length of time it took to accomplish results. It was done that way because we exercised ordinary engineering judgment, and put our money where it would be needed. There was not a cent wasted, but we put it where it would be needed eventually, and not where it would rush temporary results, and cause disaster afterwards. After the work was put on the continued-contract plan—

The Chairman. I was going to ask you when this work was put on the continued-contract plan?

Major Abbot. As I recollect, some time about 1892.

The Chairman. And it has been on that plan since?

Major Abbot. Yes, sir; and the contract was completed under my charge. We got through for something between \$300 000 and \$400,000, if I recollect rightly, less than the last estimated cost.

The Chairman. How are the appropriations made now?

Major Abbot. I do not know.

Mr. Smyth. There has been no work done on the jetties since then, to your knowledge?

Major Abbot. I do not know anything about it. The last year we put a little stone on the shore end of the north jetty. As soon as we got the money in sufficient quantities, then I began at once raising the inner portions of the jetties.

The outer ends were high. I began extending the high piles farther in and opening out this funnel shape, so as to catch the ebb tide, and I stopped when I got enough water flowing in this direction to give me the velocity in this jetty channel which I deemed necessary to scour.

The Chairman. Enough to keep it clear?

Major Abbot. Enough to keep it clear at the depth we wanted, and I very carefully stopped this work before I was certain I had enough, because the danger was that we would get too great depths in between the jetties. Every pound of material that we moved out here had to be attended to afterwards, so it was important to get no more water than we needed in this portion of the work, and that was done not by any mathematical process, or by any fancy engineering reasoning, but by measurements as we went along.

The Chairman. From what you know of the conditions there—the jetties you established and the currents—do you think it feasible to get 26 feet?

Major Abbot. Absolutely and unquestionably.

The Chairman. And after you have got it, do you think it feasible to maintain it by a single dredge?

Major Abbot. By a single dredge, undoubtedly.

The Chairman. Have you any doubt about that as an engineer officer?

Major Abbot. None. Now, as to this shoal here [indicating]. I said there were two large shoals between here [indicating]. They moved down, and by the action of the scouring current the sand is washed over and falls in front, and then is continually washed on ahead. This Swash Channel, as it was called, which extended up there [indicating], swung off in this direction to the southwest, following the general drift of material, and before I left had disappeared, and I see now there is still 21 or 22 feet of water here, so that this large mass of sand which was in this shoal has come out and gone off without any dredging whatsoever. It has taken care of itself. This shoal on the other side was on exactly what you might call the windward side of the channel. That is, the drift of material on that bar is generally to the southwest. My channel was on this side originally, and as we pushed it down, we never could get to the north of this shoal, because it lung on to the north of the jetty. It never broke through. It followed a shape almost like that [indicating] all the time. I was always watching for a chance, after I got my dredge, to dredge to the northward of this shoal, and let it follow the course off to the southwest, but as the material was pushed out there never was a time before I left there when it would have been safe to try to put the dredge through. The shoal had not gone far enough, or fast enough.

During the years I had charge of the work, I had the area of this material in front divided up into squares of exact size, and the average depth in each square taken, so that I could account for every cubic yard of material that either had appeared or disappeared from each one of those squares. I extended the lines of jetties out seaward until they came out

to the 21-foot curve, I think, that being the depth I was working for at that time, at low water; and by examining, you will find that on some of the squares so many yards had disappeared.

For instance, where the shoal was traveling down, these squares would all show a deepening. The squares outside would show a filling where the material had shoved forward from where it was located into a place where there had been deeper water; but in the aggregate, from the entire inside here out to deep water on the outside, there was every year a disappearance of a very large quantity of material over and above what I dredged. That showed that while my dredge was removing material, the currents themselves, with this tendency to drift off to the southwest outside, were removing, if I remember correctly, nearly as much as the dredge removed.

As deepening advanced, the changes inside of the jetties became less and less marked. That meant that we were supplying less and less material out in front; and I see from these soundings here that there are comparatively few changes now from what existed when I left there. In other words, the object of my planning to throw just enough water into this channel to move all the sand we needed, and to leave the rest, appears to have been very successful. We have all the depth of water we want in here now, and this material on either side, which we do not care to move, has remained where it was. This means that the supply out in front here is constantly diminishing. As the erosion in between the jetties decreases, there is that much less to be taken care of on the outer ends. There is undoubtedly a drift of material down from the northeast to the southwest on Charleston bar.

The Chairman. That is outside?

Major Abbot. That is outside. But my experience on the bar, as far as I could make out from studying the surveys very carefully, was that after you get to a depth of 18 or 20 feet, there is comparatively little motion of the material. It

is, in other words, mostly produced by the action of the waves I suppose, and when you get to that deeper water, the waves are not sufficiently violent to move any very large quantity of material. I believe this material in front is almost entirely what we have shoved out from between the jetties. I look for very little trouble from accretions from the north, because there is an enormous area here to the north of the north jetty in which deposits can take place for many years. In case of necessity, if it begins to fill up out here [indicating], it is very easy to extend the north jetty at any time.

Mr. Herbert. What is the depth there in front of the shoal?

Major Abbot. It shows on the map, sir.

Mr. Herbert. The committee do not understand. State what it is.

Major Abbot. Whereabouts?

Mr. Herbert. Right along there [indicating].

Major Abbot. It varies.

Mr. Herbert. What is the shoalest point there?

Major Abbot. It is 11.4, I think

Mr. Herbert. It ranges along about how much?

Major Abbot. This curve here is the 18-foot curve. The shaded area is less than 18 feet. All the rest is over 18 feet.

Mr. Herbert. You said, in answer to the Chairman, that there was a constant tendency for the sand to drift down from the northeast to the southwest. He said outside. You mean outside of the jetties. But right along there, where these jetties are, and where that channel is to be, you mean there is that constant tendency there for the sand—

Major Abbot. It is somewhat difficult to say. I said that as far as my measurements went, when I was there, there seemed to be comparatively little movement in the bottom where the depths were over 18 feet. They apparently got beyond the action of the most powerful waves; but what the conditions are now, I cannot tell, because they have supplied a lot of this new material out there from the inside, and it may move under the action of waves.

Mr. Herbert. According to this map there is a shoal north of the present channel.

Major Abbot. It is probably the material that has been shoved down out here [indicating].

Mr. Herbert. That was not there when you were there?

Major Abbot. I do not remember, sir.

Senator Butler. Major, when you built those channels, it was a project to get how many feet of water?

Major Abbot. Twenty-one feet, sir.

Senator Butler. It is a new project, different from that, that is now being worked, is it not?

Major Abbot. Yes, sir.

Senator Butler. At 26 feet?

Major Abbot. Yes, sir.

Senator Butler. Were your foundation and the arrangement of the jetties just as efficient for this project as for the one you had in view when you built them?

Major Abbot. They appeared to be; yes, sir. One of the great advantages of the Charleston project is the fact of these low inner ends that give you a similar effect to a throttle valve on a steam engine. The amount of scouring power that you put in here depends on the amount of ebb tide that you throw in there in excess of the flood tide that comes in in the opposite direction. By extending these funnel ends you catch more of this water, which comes out of the natural inertia, and throw it out through this channel; so that by a careful extension of these high piles in for a very slight distance, you are able to make considerable difference in the velocity of current and the amount of water passing through the jetties, so that in case it is necessary to increase the depth in this channel, you can put in greater contraction; but every reason of engineering that I know of would indicate the fact that they should first ascertain if the jetties in their present condition will maintain it. It is a great deal safer to dig out, than it is to turn a current of water loose too soon, with the possibility of its acting the way you do not want it to.

There is no question that these same jetties, which have acted so satisfactorily thus far, will, with the dredge, maintain this same channel through the main part of the bar and out in front.

Senator Butler. When you were building the jetties, if you had had this project of 26 feet, you would have built the same jetties you did build?

Major Abbot. I suppose it would have been necessary to build nearly the same jetties in order to get 26 feet. The object of the jetties is mainly to isolate a certain section of that Charleston bar from the ordinary action of sand on the Charleston bar. That means, that you have got to take enough sand to go across there to cut off that piece. That depends on the width of the natural water, and how much or how little that may be changed by the action of your improvement. Nature created that bar of a given width, making it necessary to put in jetties up to high water mark, and it makes no difference what amount of water you try to get between them, you have got to isolate that portion of the bar from the rest of it before you can go ahead to make any improvement, in my opinion.

Senator Butler. How deep are the foundations of that jetty? You say you began with logs?

Major Abbot. Yes; they make their own foundations. The bottom is about 100 feet wide, with logs covered with stone, and there is loose stone of small size distributed over the logs for a distance of some feet on either side, so that in case scour occurs in the vicinity of the jetties, that stone just tumbles down and makes a hard surface.

Senator Butler. So that you can dredge out a channel of 40 feet between the jetties just as well as you can a channel of 19 feet?

Major Abbot. Yes, sir; There was at one time fear that the cutting might come too close to this south jetty, and as the jetties were in that partially completed condition, we put on these spurs, which you see indicated on the map, and

loaded them with stone to prevent any scour too near the jetty.

Mr. Herbert. Major, the water flowing out through that long channel, and confined between these jetties, is expected to flow with more rapidity on the ebb tide than it does elsewhere?

Major Abbot. No; not necessarily. It flows with such velocity as we found necessary to move the bottom. If you bring these two inner ends in too far toward the shore, it will flow with too great velocity.

Mr. Herbert. Is there not more resistance to that water down through the channel—that is, in the flow of it as it goes down through that narrow channel—than there is out in the ocean?

Major Abbot. That is a new principle of engineering, and I do not understand it.

Mr. Herbert. Do you think that is not true?

Major Abbot. I do not understand exactly what you mean.

Mr. Herbert. I mean when the water flows across the inner part of those jetties—

Major Abbot. Do you mean on the flood or the ebb?

Mr. Herbert. On the ebb, say. When it is flowing across the upper part of the jetties, which are below the surface, it has two ways to get out. One way is to turn to the left and go down that channel, and the other way is to go right straight across. Now, in which direction will that water meet the greater resistance—in that channel, or flowing straight across?

Major Abbot. If you take current measurements, it will show you where the line of resistance is. Water will take the line of least resistance.

Mr. Herbert. Would not that line of least resistance naturally be straight across, instead of to the left and down the channel?

Major Abbot. The water actually flows down the channel.

Mr. Herbert. And it does not flow across?

Major Abbot. Some of it flows across, of course; but you said the water. The floats started in here will diverge; some will go that way, and some that way; some come in here, and some come this way [indicating]; but the maximum flow in the jetty channel is where the water is now.

Mr. Herbert. What is the rise and fall of the tide?

Major Abbot. From 5 to 7 feet, depending on whether it is spring or neap tide; it is sometimes 7 feet.

Mr. Smyth. You were there during the cyclones and earthquake, were you not, Major?

Major Abbot. Yes, sir.

Mr. Smyth. Did it in any way affect the jetties?

Major Abbot. I built the jetties purposely to meet cyclone conditions, by putting up the material as steep as it would possibly stand, and a great deal higher than it was desirous to have them, so that the storms which we could count on with great certainty coming along almost every year, would level down this material, and have it eventually take the shape best fitted to resist the waves. In that way I raised this north jetty to 10 or 12 feet above low water, and as narrow and steep as I could. In the first place, it was beaten down by one of those cyclones in the early nineties, and reduced to something like mean tide level, but very much broader at the base. I brought it up again, and by the time it was knocked down three times, it had obtained a position of such stability that in the year of the great cyclones down there, when we had four in a year's time, in one of which the wind blew over 120 miles an hour, there was no perceptible change in the profile of the north jetty from what it was before. It was compacted by the action of the waves into a form of cross section best suited to resist the action of the waves. I do not know what the present condition of them is, but I will stake my reputation that they are in good order.

Mr. Smyth. One question more I would like to ask the Major. You lived in Charleston for a number of years?

Major Abbot. Yes, sir

Mr. Smyth. Did you find it a healthy place?

Major Abbot. I enjoyed good health the entire time I was there.

STATEMENT OF MAJOR E. H. RUFFNER,
CORPS OF ENGINEERS, U. S. A.

The Chairman. Major, give your full name and title.

Major Ruffner. I am Major E. H. Ruffner, of the Corps of Engineers of the Army. I took charge of the improvements at Charleston in October of 1897, after Major (then Captain) Abbot was ordered away.

The Chairman. You succeeded him?

Major Ruffner. I succeeded him, and remained in charge until January of last year. During that time there was practically nothing done on the jetties; and, so far as my connection with the improvement was concerned, it was solely with the continuing of the dredging operations and the planning out and inauguration of a new project, which looked to an increase of depth from 21 feet to 26 feet. In that case my reports went forward, and they gave the statistics up to that time. That project has been adopted by Congress, and the dredging is going on now under that project by the old dredge, which has been rebuilt especially for that purpose, and a new dredge is in process of building now. My knowledge of the jetties is confined to that period.

The Chairman. Were you at work under the continuing contract?

Major Ruffner. No, sir; I had nothing to do with the continuing contract at all.

The Chairman. That was before you went there?

Major Ruffner. That was finished before I took charge. We put out bids for a new dredge, but we did not get it. The prices were too high.

The Chairman. You have been working under annual appropriations?

Major Ruffner. Yes, sir.

The Chairman. And that is the way they are made now?

Major Ruffner. There is a continuing appropriation for the building of this dredge, and there will be for its operation afterwards, up to a limited extent.

The Chairman. That is for the dredging?

Major Ruffner. Yes, sir; for the dredging exclusively.

The Chairman. What do you say about that channel and the advance that you made in it, and as to its permanency?

Major Ruffner. The question of that channel is a question of how this area that is included between that heavy black line in between the jetties is to be connected with the corresponding line out on that side [indicating]. In there between the jetties, which is a very great distance, anyone can see that the scour in the jetties is not only maintained, but it has deepened the channel there to a very considerable extent, and it is prolonging it out in this direction; and because of the known action of the current and the result, I was led to think that we could base a 26-foot project on that with considerable security. The influence of the jetties was seen to extend just so far, and taking into consideration this bar that was on the outside, and this other bar [indicating], then the question was how to connect this between here and there, and this area between here and there [indicating]. That we propose to do by dredging, and we calculated that after the channel was once dug, the action of the jetties would maintain a large part of it, and possibly maintain the whole of it, and if it did not, that a dredge would maintain it without any trouble. Since I have left there, the action of the jetties has shown most conclusively that they will do exactly what is expected of them.

It so happened that the shoal place of the jetties was right in there [indicating], and at one time the dredge, while it was being altered, was away for some six or eight months, and the comparatively little shoaling that took place in there showed how easy it was going to be to maintain it. After

the dredge got back, it was put to work deepening that new channel, which shows there is little more water there now than was expected; and when a new dredge is built, and when this [indicating] is removed, which it unquestionably will be, by the combined action of the dredge, and the scour and the drift, all three, then there is nothing to hinder the maintenance of a channel of 26 feet depth for the full distance; and if, after that channel is made 26 feet inside and 26 feet outside, it is found there is any economy, or any desirability in extending the jetties, or if it is found that any amount of sand is drifting from the north, which I do not think there is, then the jetty can very easily be extended to assist; and, if necessary, changes could be made to raise them on the inside; but as it is, there is water enough that comes down there now to do all that is expected, and more.

The Chairman. I will ask you the same question that I put to the other officer. From your knowledge, which has been acquired down to a very late time, do you think it an entirely practicable thing to secure a 26-foot channel all through there?

Major Ruffner. I do.

The Chairman. Do you think it entirely practicable to maintain it by dredging it afterwards?

Major Ruffner. Yes, sir.

Mr. Herbert. Has not that bar advanced about a mile and a half in the last nine years?

Major Ruffner. This bar, I am satisfied, is the accumulation travelling out. In fact I made a calculation when we made our last report, from an examination we made as to the amount of material that had gone out, following the method that Major Abbot introduced as to estimating the amount of water on any given area at successive periods. We found that the amount of material that had gone out from between the jetties and gone seaward, was somewhat greater in bulk than the great pyramid, and that of that material one-third of it was taken out by the dredge, and the rest of it went

out, and about half of that has disappeared—gone somewhere out of ken. That material has undoubtedly gone out from here to there [indicating], and that bar is made from what is left of that. It is still moving, but moving very slowly, and the top of it is being shaved off all the time. The shallow area is decreasing, and the total amount of material of that bar is decreasing all the time.

Senator Chandler. Do not the drifting sands from the north come down around the jetties?

Major Ruffner. I think not.

Senator Chandler. Or inside the line of the jetties?

Major Ruffner. I think not.

Mr. Herbert. Look at this bar up here, Major, on this map. This is the last report. Where did that come from?

Major Ruffner. I think very likely that has been there all the time.

Mr. Herbert. And you say that that has been there all the time?

Major Ruffner. I think so. I think that is a fraction of what came out from in here [indicating].

Mr. Herbert. If it came out from here, it has not been there all the time?

Major Ruffner. Well, it is part of the bar. I do not think it has come down from here [indicating].

Mr. Herbert. You do not think it came from the north?

Major Ruffner. No, sir.

Mr. Herbert. You think it came this way [indicating].

Major Ruffner. I cannot say positively without looking through all the charts, but my recollection is that there has been something of that kind there right along.

Mr. Herbert. Is it not a fact that you changed to that channel there because you found that this place was filling up almost as fast as you could dredge?

Major Ruffner. It was filling up faster than we could dredge.

Mr. Herbert. And therefore you changed for that reason?

Major Ruffner. There was another dredge building, and that material has all got to get away.

Mr. Herbert. With the one dredge you had, you could not manage?

Major Ruffner. Suppose you ask that of the officer in charge? That was not my doing. That occurred after I left, under the officer who took charge to look after that.

Mr. Herbert. Major, I will ask you another thing. There seems to have been a difference of opinion between you and Colonel Hains?

Major Ruffner. Yes, sir; there very frequently is between engineers.

Mr. Herbert. So I understand; but there seems to have been a difference between you and him as to the manner in which these jetties ought to be built, particularly as to raising them on the inner part of the jetties. What were your reasons for thinking those jetties ought to be built up above low water mark?

Major Ruffner. I never proposed to build them above low water mark; I proposed to raise them to low water mark.

Mr. Herbert. What was the reason?

Major Ruffner. That was with the idea of increasing the scour out between the jetties when the time came.

Mr. Herbert. You thought that would increase the scour?

Major Ruffner. I said it might be necessary to put it in that way. I rather think it will, but at the same time the dredging will have to be done any way.

Mr. Herbert. But your opinion was it was necessary to have that to increase, and that it would increase the scour?

Major Ruffner. I think it would; yes.

Mr. Herbert. He gave it as his opinion that it would not increase?

Major Ruffner. Oh, no; I did not say what I thought his opinion was.

Mr. Herbert. I asked you if he did not give that opinion?

Major Ruffner. Oh, no; it was not necessary to say. He just did not agree with me.

Mr. Herbert. Did he give any reasons?

Major Ruffner. It was not necessary.

Mr. Herbert. He did not give any?

Major Ruffner. I said it was not necessary. He just did not concur.

Mr. Herbert. Did he give any reasons?

Major Ruffner. You questioned him about that.

Mr. Herbert. I want to know what reason he gave.

The Chairman. I do not think there is any necessity for inquiring of the Major any further about that.

Mr. Herbert. If there is a difference of opinion between two engineers as to the securing of results, I think it bears upon the feasibility of the plan.

Major Ruffner. I think not, because the tendency now is toward dredging. The work in the big channel in New York that is in progress now is to be exclusively of dredging. The most successful channel I know of, at Cape Fear River, is exclusively a question of dredging.

Senator Perkins. Can you give, Major, an approximation of the cost of dredging?

Major Ruffner. I think I made an estimate that it would cost about \$45,000 a year after the second dredge is built—that the two could be operated for about \$45,000 a year.

Senator Perkins. To get 26 feet of water?

Major Ruffner. To get 26 feet of water and maintain it. I thought that would be done within three years. I think now it will be done in less than three years.

Senator Tillman. You think it will cost \$45,000 a year while you are securing the depth?

Major Ruffner. Yes; and then I think it will cost from \$25,000 to \$30,000 a year to maintain it.

Senator Tillman. The dredge will always have to be used of course.

Major Ruffner. I think so; just as in New York harbor they are dredging all the time.

Mr. Herbert. Let me call your attention to your report

and see if you have not made a mistake unintentionally when you say your idea was to raise them to the low-water level. You said in your report: "In order to give additional ebb scour, especially after spring tides, I deem it desirable to raise the inner edge of both jetties to high-water-level." So you were mistaken.

Major Ruffner. I might have said that at that time.

Mr. Smyth. If the committee please, we only have one more gentleman, Captain Sanford. He is at present in charge of the work.

STATEMENT OF CAPT. JAMES C. SANFORD,
CORPS OF ENGINEERS, U. S. A.

The Chairman. Captain Sanford, you have heard what the other gentlemen have said. It is not necessary for you to go over the same ground. Please tell us what the situation there is in your judgment, with reference to the practicability of a 26-foot channel that would be maintained, which would be ample for a battleship.

Captain Sanford. I have only been there thirteen months, since January last, when I relieved Major Ruffner. I can speak better from my experience in dredging on this new channel, on which we began work on the 1st of May last. At that time there was here [indicating] a depth of 15.9 feet and a width between 21-foot contours of somewhere in the neighborhood of 1,000 feet. I have not the exact figures, but I have the map here somewhere. The dredge used there now is a small dredge. She can not work out there when the weather is too rough. For that reason we have been doing this work here [indicating], which is merely making a cut-off, improving navigation, but it is necessary. That has always been a good channel through there. It was better there than it was out here [indicating].

Since the 1st of May the depth has been increased from 15.9 feet to 23.9 feet, an increase of 8 feet. The increase

would have been a good deal greater except for the fact that at one point out here [indicating], which is away out beyond where we were at work, we did not know it was quite so shallow. We were working in here [indicating], and after taking some soundings out there we found we had better not neglect that place any longer; so we had to take her out there. We have had one sounding of 23.9 feet. These heavy lines are 26-foot curves, almost continuous through this bar.

The Chairman. How soon do you think you will get the 26-foot channel after the new dredge is built?

Captain Sanford. When we get the new dredge we propose to put her on this place here [indicating], in the meantime using this small dredge in taking off the balance of this shoal down to the 21-foot level. That shoal has been gradually, slowly pushed out from in here [indicating]. The 21-foot contour is continually diminishing. A comparison of last year's Coast Survey chart with that of this year will show a diminution in the peak of that shoal and also a diminution in its volume. My calculation is that with that new dredge, not assisted by the other one, we can get that depth in less than two years; but the other one will be there to assist her, and I propose by her to maintain this [indicating] as giving good access to the harbor, and whatever time she has besides maintaining this, to use her to chip off on that shoal.

Now as to the material drifting down there from the north. We have taken soundings here at least every month, sometimes oftener, on the line where the dredge was working. We have taken several lines of soundings and platted them. Sometimes she was off for a week, due to breakdown, and yet every one of those soundings has been a decided improvement on the one before it, both in point of depth of channel and width of channel. The total amount of material which we have removed from here to here [indicating] with that dredge does not amount to the increase in depth through here [indicating]. Nature has been assisting us. There has

been a current through there [indicating]. There was originally a current through there that went up there [indicating], because by comparing charts of other years we could see that that place [indicating] was constantly diminishing in width. It was a place where the natural current was trying to break through. It only required assistance.

That boat is, as I say, of small capacity. The fact that the channel has not filled up when she was laid up at different times, and that during some months there was three or four days of storm which, from the direction of the wind, would have the worst effect, and that no bad effect was observed, would show that this place is not closing up. But this was dredging at a disadvantage. It was dredging on a shoal with only 11 feet of water on it. The shoal was shaped something like this [indicating] Here was the gentle back of it coming up to a place like that [indicating], and here was the dredge working. That boat as soon as she begins to work, pumps herself full of water, and that carries her down to a draft of 13 feet. Then the sand displaces the water, and she finally draws 15 feet. With the weather at all rough, especially with the water blowing against that shoal, it is exceedingly dangerous to work on so shoal a place as that. There are tremendous breakers there in every storm or even in moderate winds. We have abandoned that. We have done absolutely no work on it since April last, and the depth is better than it was in April last and the width is just as good.

The Chairman. Do you agree with one of the officers who said that he thought in time that would work off to the southward?

Captain Sanford. Yes, sir; undoubtedly it will work off to the southward. If you take this peak, which is the highest point, and notice the movements of that from year to year, you will see it is moving about in that direction [indicating], more outward than this way; but still there is still quite a considerable motion that way [indicating]. If that

were left for six, seven, eight or ten years that shoal will probably disappear of itself. It might be a little longer period than that. That, of course, is a very rough estimate; but that [indicating] is not coming from the north. I am thoroughly convinced there is another reason. In going through here [indicating], as I say, we had 15.9 feet undredged when we started to work. The dredge worked through about 18 inches of sand. Then she struck soft mud, and she has been working in soft mud ever since, showing that the amount of sand up there is very slight. It is quite thin. Sand is the material mostly feared in the way of shifting.

The Chairman. You think the scheme is practicable?

Captain Sanford. I think there is no question about it. It is exactly the same scheme we are working on at New York Harbor, to dredge a forty-foot channel right out to sea, unprotected by jetties or anything else.

Mr. Herbert. Captain, you say there is a current running out there through that cut-off from the present channel?

Captain Sanford. Yes, sir; there is a current there.

Mr. Herbert. That current is accounted for by the fact that it meets the resistance of that lump in front and it must turn up to the left?

Captain Sanford. It turns in all directions.

Mr. Herbert. It turns in the direction where you dredge a channel for it to turn in?

Captain Sanford. More of it turns in that direction, of course.

Mr. Herbert. That is the line of least resistance?

Captain Sanford. A little more goes in there as you open out the place; yes, sir.

Mr. Herbert. You say there is nothing coming down now from the north. When did this shoal get there [indicating]?

Captain Sanford. That does not show much. Let me show you the Coast Survey report.

Mr. Herbert. This is your report.

Captain Sanford. Yes, sir; but it does not go far enough up to show much. Here is the last Coast Survey chart corrected up to August, 1899.

Mr. Herbert. That is August, 1899, and yours is December, 1900. Yours shows more shoal than that.

Captain Sanford. No, sir; the Coast Survey map is made from ours, in every case.

Mr. Herbert. It was made from your soundings at that time, in August, 1899, and here are soundings which you must have made yourself before you made your report of December, 1900, and they show more shoal there. How is that?

Captain Sanford. There is no more shoal there, in point of fact. The Coast Survey platted this thing and made up the full chart of Charleston Harbor, including all their soundings which they made from above here and below; and to do that, that shoal appears here on their chart smaller than it does on this chart. That area is smaller on the new chart than it was on the chart before.

Mr. Herbert. On what chart?

Captain Sanford. On the last one.

Mr. Herbert. This Coast Survey chart—when was that made?

Captain Sanford. This is next to the last one. It was made in 1899.

Mr. Herbert. And your soundings were made in 1900.

Captain Sanford. Yes, sir; and I say they have issued a 1900 chart showing the 1900 soundings.

Mr. Herbert. I would like to see whether the 1900 chart tallies with this. This shows an accumulation there.

Senator Chandler. Where are you now trying to show a shoal on that map up there? Please describe the location of it.

Mr. Herbert. Right here [indicating].

Senator Chandler. At the mouth of the jetties?

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Mr. Herbert. No; right above this, running along this way [indicating].

Captain Sanford. I can not lay my hand now on that latest chart, but I will say that the latest chart shows a smaller shoal in the location which Secretary Herbert speaks of than the chart of the year before does, and that both charts were made from our soundings, so far as ours go. Beyond that they put on the Coast Survey soundings.

Mr. Herbert. You say in your report here, speaking of that cut:

The exposed position of this cut and its direction, somewhat oblique to the current, would naturally raise the question as to whether it would be filled up in a heavy storm. It seems advisable to widen it to the southward, and then bring it more nearly parallel to the action of the ebb current.

You admit that a storm will have a tendency to fill it up?

Captain Sanford. Well, sir, this was only partly developed then. There have been many storms since this was written and we have found no bad effects. We only began work in May last.

The Chairman. Last year?

Captain Sanford. Yes, sir.

Mr. Herbert. You wrote this on June 30, 1900?

Captain Sanford. We had been at work only two months at that time on that channel. We have since been at work about seven months.

Mr. Herbert. Will you state what will be the probable cost of the completion of this work before you get through?

Captain Sanford. You mean not maintenance, but just completion?

Mr. Herbert. Completion, and then maintenance afterwards.

Captain Sanford. It will cost \$150,000 to build the dredge, and I should say, as Major Ruffner did, in the neighborhood of \$150,000 or not exceeding \$200,000 after the dredge is completed to get the depth.

Mr. Herbert. Do you mean it would only cost \$150,000 more for the whole plant?

Captain Sanford. To get this depth? Yes, sir; by dredging. I do not think the building of the jetties will be necessary.

Mr. Herbert. How much will it cost to build the jetties?

Captain Sanford. The jetties are estimated to cost a trifle over \$1,000,000 to extend them approximately a mile east.

Mr. Herbert. Do you know how far that outer line—the deep-water line—has extended forward in the last eight or nine years?

Captain Sanford. The farthest of all out here [indicating]?

Mr. Herbert. That 26-foot line depth?

Captain Sanford. No, sir; I do not positively.

Mr. Herbert. I understand it is about a mile and a half.

Captain Sanford. No; I do not think the whole business is now over a mile and a half.

Mr. Herbert. How far is it beyond the end of the jetties now?

Captain Sanford. This map is 500 feet to the inch.

Mr. Herbert. About how far is it now from the end of the jetties to deep water on that extended line?

Captain Sanford. About 9,000 feet. I have got some old charts here. They will show.

Mr. Herbert. How many feet are there to the mile?

Captain Sanford. Five thousand two hundred and eighty. This chart [indicating] shows it at about the same position.

Senator Chandler. Do you say you do not think there will be any need of extending the jetties to get the 26-foot channel?

Captain Sanford. There will be no need of extending the jetties to get the 26-foot channel nor to maintain it, any more than in New York harbor?

Senator Chandler. Then you say that a dredge, at a cost of \$150,000, and \$150,000 or \$200,000 of work with the dredge, will give this channel, you believe?

Captain Sanford. Yes, sir; I do.

Senator Chandler. And can be maintained, as you say, and as Major Ruffner said, for \$25,000 a year afterwards?

Captain Sanford. Yes, sir; I would say from \$25,000 to \$30,000.

Mr. Herbert. You are dredging on the inner part of the jetties?

Captain Sanford. We are making a cut-off for the benefit of commerce, by making a little straighter entrance.

Mr. Herbert. How deep is the water there?

Captain Sanford. 23.7 feet is the depth here [indicating]. We only dredge in here [indicating] when the storms are so bad that we cannot work out there [indicating].

Mr. Herbert. How wide is that channel of 23.7 feet along there?

Captain Sanford. The channel for that width is about—

Mr. Herbert. At the narrowest part?

Captain Sanford. The narrowest part would be about 200 feet.

Mr. Herbert. There is a great deal more dredging to be done along there [indicating], is there not?

Captain Sanford. About one month's work with the dredge would give a 500-foot channel there, 23 feet deep.

Senator Chandler. Go along now, from the harbor out to the end of the jetties, giving the depth of water at various places inside.

Captain Sanford. 28.4; 32.3; 32; 30; 28.1; 27.3; 28.7; 25.9; 24.1; 23.7; 26; 25.7; 25.7; 25.7; 25.6; 26.8; 28.2; 28.5; 28.6; 30.4; 29.9; 30.4; 29; 29.3; 29.7; 28; 29.6; 30.4; 28.4; 29.9; 32.8. That is the junction.

Senator Chandler. Now go right on out there [indicating].

Captain Sanford. 30.3; 28.8; 28.7; 26.3; 25.9; 25.4; 27.4; 27.4; 27.4; 27.6; 27.1; 27.6; 26.9; 27.9; 24.4; 23.9; 24.9; 27.4; 27.4; 25.5; 24; 24.7; 24.5; 25; 25.5; 24.6.

Senator Chandler. Adding how much for high tide?

Captain Sanford. At the automatic tide gange on the north jetty, located about here [indicating], the mean rise and fall of the tide was 5.16 feet. It would be approximately the same out here [indicating].

Senator Chandler. About 5 feet?

Captain Sanford. A little over 5 feet. It is 1 foot more at high water spring tides, and 1 foot less at low water spring tides.

Senator Tillman. Mr. Chairman, Charleston having presented the case through these engineers in regard to the practicability, and almost certainty of getting a sufficient depth of water to admit a battle ship, the only other point, I imagine, that would be of any use to us would be the relative condition at Beaufort or at Port Royal. Are you gentlemen acquainted with the conditions on the Port Royal bar, and the necessary expenditure, and what would be the relative cost?

Captain Sanford. I think Major Ruffner investigated that somewhat.

Senator Tillman. I am asking whether any of you know?

Major Ruffner. No, I do not.

Senator Butler. Which do you consider the better?

Major Ruffner. I think Charleston is the better place.

Senator Butler. In what respect?

Major Ruffner. There are a good many reasons for it; its location, its being an inside harbor, its nearness to the sea, the fact that that channel is secure out as far as within a mile of the deep water, the fact that it is more easily and safely defended, that it is already permanently more easily defended, and a great many other points of that kind.

Senator Chandler. Mr. Chairman, I suggest that Mr. Herbert and his associates have a certain time within which to reply. I do not want to limit them, however.

The Chairman. Yes; Mr. Herbert said he would like to have a short time.

Senator Chandler. Of course we cannot try this case with as much minuteness as a Court would try it, or as the Committee on Commerce would go into it when they are authorizing an expenditure.

The Chairman. Whom do you want to be heard first?

Mr. Herbert. Professor Haupt.

STATEMENT OF PROFESSOR LEWIS M. HAUPT.

Mr. Haupt. Mr. Chairman and Gentlemen, I would like to state, in order that my position in the matter may be fully understood, that, being an employee of the Government, I am not here as a partisan, nor am I employed by anybody to represent, or to misrepresent either, any statement of fact; but the statement I made the other day was purely a physical question, and I merely desire to state what I think to be, in my judgment, the physical conditions of these problems.

The statements that have just been made with reference to the Charleston bar would seem to indicate that beyond the end of the jetties as completed, the channel does tend to spread out, and is bifurcated, and is now tending, as it would in a state of nature, to form two crossings over that bar. As in the case of all bars of this sort, there are a number of swash channels or secondary channels above the point of least resistance. The cut which has just been made has taken advantage of that effort of nature to cut its own channel. The cut which has been abandoned to the southward, and the drift of that bar also, show that the material is moving in that direction, and the tendency will be to form a curved channel, and not a straight one on range lines to the southward of the present range lines. The vertical section of the bar will show that the easy or gentle slope is to the northward, while the steep slope is to the southward, on the edge of that cut. That is characteristic of all traveling sand dunes, snow-drifts, or other solids moved by fluid agencies, so that these furnish indications as to the general direction of the resultant movement which has taken place.

It is also true, I believe, that the bar has moved out from a position of about $2\frac{1}{4}$ miles from shore in 1890, to about 4 miles at the present time, and I see no reason to anticipate any cessation of that motion. The average rate of progression recently has been about 500 feet a year, and until some device is put in place for arresting the littoral drift of the sand along the beach, this advance of the bar must continue to go on. There is no other disposition to be made of that drift except to pass over the submerged flank of the north jetty into this tidal compartment, whence it is carried out between the jetties in part. Or it may in part pass along the outside of the north jetty, and so reach and increase the bar in that way.

Senator Butler. How far outside the jetty is the shoal?

Mr. Haupt. The present distance out to the crest of the bar from the jetties, if I remember correctly, is about 4,000 feet. That is about three-quarters of a mile.

It seems to me, therefore, Mr. Chairman, that something must be done to arrest the littoral drift, in order to guarantee a stable condition of the channel, or a condition of equilibrium.

With reference to the ebb currents passing through that contracted channel way, in my judgment, it is open to this defect, that in order to admit the flood tide to the tidal compartment, the jetties are depressed or submerged at the inner ends; but when the tide turns and is flowing out, the resistance of the long narrow channel, with its contracted and dredged cut through it, and with its longer distance, making the slope much flatter, does not permit the currents to flow freely through, but reduces their velocity, and compels the greater portion of the water to be discharged from the flanks to the right and left, thus diverting the energy which it was intended to conserve for scour. If the jetties are built up to high water, then the influx of the tide is cut off, and confined to the space between the jetties; so that these twin jetties become a partial dam and do actually reduce the tidal movement, and to that extent are injurious. It is a fundamental

principle in the improvement of all tidal estuaries that no obstruction should be placed to the free ingress of the tide.

Senator Tillman. I would like to ask the Professor what is the use of moving material out of a channel that you do not need to move? If you have the necessary depth between the jetties, and the probabilities are that you will maintain that with the natural scouring and the dredging, why would you want to increase the scour?

Mr. Haupt. There is no necessity of increasing the scour if the supply of sand to that channel is cut off, and if you have your adequate channel. Then there is no necessity for it.

Senator Tillman. Then with the shutting off of the sand, which you now say has to be cared for annually by increasing the scour, would not the shallow bar inside of the jetties go out and increase your difficulty at the mouth, so that you would have to extend your jetties until you got into such deep water that there would be no shoal at all?

Mr. Haupt. Yes, sir; but, so far as I know, that point has not been reached. In other words, the fore shore advances and your supply of sand is continuous along the outside of the jetties to the bar. The movement is not arrested.

Senator Tillman. Mr. Chairman, I suggest that it would be better to have the Army Engineers cross-question Professor Haupt. Their opinions and knowledge about the matter are much better than mine. Of course, I might suggest questions, but if we permit them to cross-examine the Professor, the committee will get at the expert opinion here better.

Senator Chandler. He has not yet finished his own statement.

The Chairman. When he is through, I would like very well to have anybody ask him questions.

Mr. Haupt. I am here to answer questions as well as I can. Such is my opinion in regard to the scour, and the

possibility of maintaining the channel between the two walls of the jetties.

The present indications at the outer end of the jetty channel show a minimum depth of about 11 feet, which is about the usual normal depth on such bars. This would seem to indicate that the bar is returning to its natural condition, when the normal depths at Charleston were about 12 feet, as compared with 22 feet in the case of Port Royal.

I do not wish to elaborate further, Mr. Chairman, in regard to the points which I brought up the other afternoon. I am here to answer questions.

The Chairman. The Professor has developed his theory. Are there any questions that any of you gentlemen representing the Engineer Corps would like to ask him—Major Abbot, for instance?

Major Abbot. I should like to ask Professor Haupt how he knows that sand comes in over the inner end of the jetties?

Mr. Haupt. Simply because the sand is travelling along the beaches and the form of the spits, and the general physical conditions indicate that.

Major Abbot. Have you made any measurements on top of the jetties to see whether there is sand on the stones or not?

Mr. Haupt. It does not come over the top of the outer portions which are above high water, but travels over the submerged portions, driving along the beach.

Major Abbot. Have you made any examination of the submerged portions to find whether there is sand on top of the stone?

Mr. Haupt. I never have been at Charleston, and therefore have not, but I would not expect to find it lodged upon the stone under the influence of wave or current action.

Major Abbot. I have made many examinations, and I have found none. I have made my examinations from comparative charts of the Coast Survey, after examining every possible authority, some British authorities among the rest.

Senator Chandler. Mr. Haupt says it must come over, and Major Abbot says he never has found any.

Major Abbot. I have been out on that bar for thirteen years, day in and day out, in smooth weather and rough weather. I have sounded there many and many a time. The jetties on the inner end, while they are 'low, are well above the sand, and at no time when I was there was the sand crawling over the top of either the inner portion of the north jetty or of the south jetty. In raising the jetties I was exceedingly careful about that, and I brought in the inner part of the north jetty farther than I otherwise would, because there seemed to be some danger of sand coming in.

In my opinion no sand comes in northeast of the north jetty and passes into the channel at all to be shoved out again, as Professor Haupt thinks. That is a question of opinion. There is no engineer living who can tag a piece of sand and tell where it comes from or whither it goes. We can only tell about such matters by watching the actual facts in that place. I know that on top of those rocks there never was sand. If sand was passing in over those rocks I would at times have found it there. I never have in all the surveys I have made.

Another question I would like to ask—

Mr. Haupt. Will you allow me to answer that question, Major, before you proceed?

Major Abbot. Certainly.

Mr. Haupt. It is not my desire to take up the time of this committee in any controversy. I think the Major misunderstood my statement. I did not make the statement that the sand comes in over the jetty, over the built-up portion, but I think every physical hydrographer knows that the sand travels along the beach, and it is the dynamic action of the wave driving along the beach that rolls the sand in a prevailing direction. So long as that is not prevented by the building up of the jetties, the sand must travel along the beach, over the submerged end of the north jetty, and enter

the tidal compartment. Then the ebb tide catch it and carry it out in part between the jetties to the outer bar. At flood tide the water is alive with sand. At ebb tide it is clear. The drifting sand must go somewhere, either over the jetty, or else be deposited on the windward side, and thus form an extensive shoal which would be at once manifest. Because of this littoral drift along the beach, and the action of the waves, the old Bowman Jetty was built, with the result that it caught the sand and built out the shore line for about half a mile to the northeastward, thus showing conclusively that there was a large amount of sand in motion, as stated.

Major Abbot. The fact is that these submerged portions of the jetties have been carefully examined by me, and I have never found them with sand on top of them.

Mr. Haupt. The wave action would account for that. There could be no settlement of sand on top of the stone under these conditions of waves and cross-current action. I would not expect any.

My attention is called to a report by Major Allen, showing that the shoal at Fort Sumter does drift along in the manner indicated.

Judge Brawley. What sort of rivers do you suppose the Cooper and Ashley to be?

Mr. Haupt. In what respect—sedimentary or otherwise?

Judge Brawley. Yes; as to sediment.

Mr. Haupt. They have very little sediment, if any. They are practically tidal rivers, estuaries, and the sand is carried in and deposited on the flats by the flood tide just as soon as it passes the gorge.

Judge Brawley. No sand comes down?

Mr. Haupt. No, sir; no sand comes down those rivers. It is beach sand carried in by the waves and tides.

The Chairman. They are not actually rivers.

Mr. Haupt. They are not actually rivers. They are small estuaries—small arms of the sea.

Mr. Herbert. Professor, these estimates for dredging the

bar at Port Royal and dredging and deepening the river channel—\$385,000—were made from what?

Mr. Haupt. The quantites were obtained from the charts as determined by the Coast Survey and the Engineer Reports, and the unit prices were adopted from the experience of dredging on ocean bars.

Mr. Herbert. How do you account for there being such a difference between the estimate you make and the estimate made by the majority of the Board?

Mr. Haupt. We took the figures at 25 cents per cubic yard as our unit price, and I believe the Board took 40 cents for the open-sea dredging, and \$1.10 for the interior dredging. Our figure for the ocean-bar dredging was based on the recent Coast Survey reports and the borings, which gave a lesser quantity to be removed than that shown on the range lines, which I understand was the basis of the estimate by the Naval Board.

Mr. Herbert. That shows it was very much less in quantity?

Mr. Haupt. Yes, sir; in quantity, and also in price.

Mr. Herbert. Then, as to dredging the river channel and anchorage, your estimate was much less than theirs. It was \$385,000 as against \$610,000. What was the difference there?

Mr. Haupt. The difference there was a difference in price as well as in quantity.

Mr. Herbert. How do you account for the difference in quantity between you and them—you took what?

Mr. Haupt. Mr. Ripley has the details of that calculation, Mr. Secretary. I did not make that computation in the first place.

Mr. Smyth. I understand, Professor, that you have never been either in Charleston or in Port Royal?

Mr. Haupt. No, sir; hence I feel competent to speak from a disinterested standpoint, and with comparative charts as my basis, since these are even better than a superficial view of the local conditions.

Mr. Smyth. Then your calculations are all theoretical?

Mr. Haupt. So far as the work there is concerned, yes, sir; just as all calculations based upon the results of surveys may be said to be theoretical.

Mr. Smyth. They are made on what basis?

Mr. Haupt. On the basis of reports made by the Government. We took these reports and made our measurements, which furnished the depth and data necessary for the channel.

Captain Sanford. I would like to ask the Professor what rate per cubic yard he estimated for dredging in Port Royal, in front of the Station?

Mr. Haupt. Twenty-five cents, on the ocean bar. I made no estimate for the interior portion of that work. Mr. Ripley made that.

STATEMENT OF MR. H. C. RIPLEY.

Mr. Ripley. We estimated on the outside work at 25 cents per cubic yard, and the price on the inside work was dependent on the classification of the material. For the rock excavation I took the same price as the Naval Board—\$1.05 a yard, and for the soft earth excavation, 25 cents.

Mr. Herbert. How much was soft, and how much was hard?

Mr. Ripley. In the Beaufort River I took the same quantities as the Naval Board took. I had their chart, and I found there were 266,333 cubic yards of rock at \$1.05, \$279,650; and 424,667 cubic yards of earth at 25 cents, \$106,167: or a total of \$385,817 for the deepening of Beaufort River to the width and dimensions that the Naval Board estimated for.

Mr. Herbert. Before you get away from that, how did you get at the quantity of material that was hard, and the quantity that was soft?

Mr. Ripley. The borings show that a certain depth of the material was soft sand, shell and mud, and that below

that was rock, wherever there was any rock, and the thickness was given in each case.

Mr. Herbert. These borings, if the committee please, upon which he is proceeding, accompany the papers, as part of the report. They were made by the Secretary of the Navy. Mr. Ripley says he made those calculations from those borings, and the Board calculated all those as hard material.

Mr. Ripley. I do not say that. They simply lumped it all at one price, \$1.05, without any regard to the classification.

Mr. Herbert. And you classified them?

Mr. Ripley. Yes, sir.

The Chairman. What is that total?

Mr. Ripley. Six hundred and ten thousand dollars.

The Chairman. Was this material so situated that you could dredge a part of it out at one expense, and another part of it at another expense?

Mr. Ripley. Yes; it was all soft down to the rock. Below that it was all rock, down to the depth necessary to dredge.

Major Ruffner. You know, of course, that there was a lot of contract work down there in dredging, do you not?

Mr. Ripley. I know there has been some dredging done, and I got this information from the report of the Board, but they do not state what that dredging cost; and I have assumed that the estimate of the Board was based on that actual work. I have taken my estimate for the rock work at \$1.05.

The Chairman. Do you know that the rates that have been paid for dredging there have been \$1.10?

Mr. Ripley. No, sir.

The Chairman. The officers inform me that is the case.

Mr. Ripley. I did not know that, and I took the estimate of the Naval Board, \$1.05, assuming that they had investigated the figures.

Now, with regard to the bar at Port Royal, the latest Coast Survey of that entrance shows that the best channel is not upon the line of the ranges. The estimate that the Naval Board made was based upon soundings upon the ranges, and not in the channel, and basing my estimates upon the channel line, I find that to make a channel 500 feet wide and 25 feet deep, the same as the Naval Board estimated, would require the removal of 320,000 cubic yards of earth at 25 cents, making \$80,000. That would make the total cost of the improvement there \$465,817.

The Chairman. You have been in both these places, have you?

Mr. Ripley. No, sir.

The Chairman. Have you not been to either of them?

Mr. Ripley. No, sir. I have been to a good many places on the Atlantic Coast, but I have never been to either of these. I base my information upon the published charts and the reports, the same as one has to do in getting out estimates.

Mr. Herbert. If you were the engineer in charge, you would have to use the same charts, would you not?

Mr. Ripley. Certainly; we would have to base our work on surveys.

Mr. Herbert. Just as the engineer in charge would?

Mr. Ripley. Yes, sir.

Major Abbot. Mr. Ripley spoke about certain hard material in Port Royal harbor. I would like to know what the Port Royal bottom is with regard to holding ground or anchorage, as compared with Charleston harbor?

Mr. Ripley. The borings show that it is sand, and shell and mud.

Major Abbot. Do you know what experience vessels have there in holding, in Port Royal harbor?

Mr. Ripley. I do not know that; no, sir.

Major Abbot. It is very hard. You speak of the ranges not indicating the best water on Port Royal entrance? Do you know how recently those ranges have been moved?

Mr. Ripley. No, sir.

Major Abbot. They were moved once during my régime, and I think once during Major Ruffner's régime. That bar entrance is shifting to the southwest very rapidly. How far is the bar at Port Royal off shore?

Mr. Ripley. I cannot tell you that. I would have to measure it from the chart.

Major Abbot. It is a very much longer distance from still water, than is the case at Charleston, is it not?

Mr. Ripley. I think so.

Major Abbot. And consequently it is a much more difficult place to dredge.

The Chairman. Is there anything further?

Mr. Ripley. I would like to say, in regard to the sand coming over the jetties at Charleston, that the Government reports show that there has been a large shoal formation inside the jetties since the work was inaugurated.

Major Ruffner. That has formed inside the jetties?

Mr. Ripley. Yes, sir. I will quote from the report: "Fort Sumter Shoal."

Major Ruffner. That is not within the jetties.

Mr. Ripley. I do not mean between the narrow portion. It is inside of the harbor.

Major Ruffner. I see what you mean now.

Mr. Ripley. It is inside of the inner end. It is in this wide area here [indicating], and that is attributed to the action of the tidal currents that pass over this.

Major Abbot. It was attributed in one of the annual reports by my assistant engineer to that cause, but I never have been of that opinion, because I never could find the sand on top of the jetties, which he assumed had come over them. My opinion differed from that of my assistant engineer, Mr. Allen, as much as my opinion differs from that of Professor Haupt and Mr. Ripley.

CONCLUDING STATEMENT OF HON. HILARY A.
HERBERT, EX-SECRETARY OF THE NAVY.

Mr. Herbert. Mr. Chairman and Gentlemen, if there is no more testimony to be heard, I desire, in conclusion, to say a few words only. The majority of the Board of Naval Officers reported against Port Royal and in favor of Charleston, and one of the grounds upon which they based their report was that it would require \$610,000 to dredge the basin in front of the Naval Station at Port Royal, including a channel down to deep water for anchorage, which is found about a mile below, and then still farther down to the deep water that is sufficient to anchor all the navies of the world. That Board certainly exacted everything that was necessary for a first-class yard, and their estimate was for a channel of the proper width and the proper depth, and a basin of the proper width and the proper depth to accommodate all the battle ships that we now have, or are likely to have in the future, and they said that could be gotten for \$610,000. Messrs. Ripley and Haupt, the distinguished engineers introduced by us, make a calculation which gives \$385,000 instead of \$610,000, as a fair estimate of the cost of that work.

It has been said here by one of the United States Officers that dredging has been paid for in that neighborhood at \$1.10. There is very little difference between that and \$1.05, which the Naval Board took as its calculation for all the work to be done upon that basin, and upon that channel down to deep water. When we look to the borings which were furnished, to which this Board did not pay any attention, our engineers find that a very large proportion of that work was soft mud and sand, and it is not right—not fair to Port Royal—to estimate that at \$1.05 or \$1.10; but by the Board it was all lumped in at \$1.05. According to this estimate of Messrs. Ripley and Haupt, based on those borings, not used by the Board, the amount is simply \$385,000.

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Now, the Board also estimated upon the amount of money that it would take to construct a channel across the bar at Port Royal. Remember, as Professor Haupt says, the natural differences between the two places. In one of them, without a single stroke of work being done—Port Royal—the bar affords a channel now of 22 feet. In the other, the natural trend of the water always is to fill up the harbor, and consequently we find that the controlling natural depths have been from time to time all the way from 12 and 14 and 16 feet up. So that here we have the natural advantages altogether in favor of Port Royal harbor. These gentlemen both testify—and there are no more distinguished engineers in the United States—that the natural conditions along there, looking at the map, are in favor of that Port Royal channel being kept open with little cost.

That is the unanswerable argument of nature itself. Nature makes deep water there, and nature will keep deep water there with but little trouble. These gentlemen estimate that at 25 cents, taking the latest Coast Survey Map, it will require only \$80,000 to give us a good channel at Port Royal. Why is there so much difference between the calculation of the Board and the calculation of these engineers? It is this: The Board took an old course; they did not take any pilots with them, although pilots offered their services, to go and show where the channel was. Consequently they got out of the channel, and they, according to their report, made soundings once across, mark you, and once back, all in one day, taken at intervals. According to the soundings they took, and the course they took, the amount of excavation was very much more than we find—from what? From a Coast Survey Map made since the estimates of the Board were made, since their running to and fro once across that channel and taking their soundings was done. This Coast Survey Map, as you all know—you are familiar with Coast Survey Maps—was made carefully. It took weeks to do it, taking sounding after sounding, and the calculation made

from that map shows that it takes only \$80,000 to make the channel deemed necessary by the Board.

Now, add the \$80,000 to the \$385,000, and we have \$465,000, which will give us at Port Royal all the water we want for approaches, all the water we want for a deep sea basin in front, and all the water down the river, as it is called—the river channel—to the deep water below where the ships can lie at anchor with safety; and that, too, according to the exacting estimates of a Board which had made up its mind against Port Royal. You know that they did not figure it any less than it ought to be, and that is the sum—\$80,000 and \$385,000—namely, \$465,000, that will give us everything that is wanted for this Port Royal Station, so much derided in the past, an island that never did have a fair chance, and at which Senator Tillman never could get any work done, simply because there was a prejudice against it.

Senator Tillman. You mean the Naval Station, not the island.

Mr. Herbert. I mean the Naval Station.

Senator Tillman. You said "Port Royal Island."

Mr. Herbert. I mean the Naval Station. It is Paris Island. But I think I am correct about the fact that the Senator was trying to get work done there, and there being a prejudice against it, some way or other, he could not get it done.

Now, take the estimate of the property abandoned. They say that \$412,000 worth of property will be abandoned, which cannot be taken along; but they say the dock is not to be counted in that. Admiral Endicott had calculated in an estimate he sent up here to Congress that for \$500,000 a stone or concrete dock could be built there on the site of that dock, and I think that is the estimate Congress passed upon, and that is the amount you appropriated in a former bill, which is now hanging up, awaiting the decision of this question of removal. Am I not right?

Senator Tillman. I do not think there has ever been an appropriation for the Port Royal dock.

Mr. Herbert. Anyhow, he estimated that \$500,000 would build a stone or concrete dock there. Elsewhere a stone or concrete dock costs over a million, so he was utilizing in his estimate the dock that is already there—its foundations.

The Board came to the conclusion that the foundations there would not be worth anything if a dock was to be made deeper. Is it true, can it possibly be true, that if you have dug foundations down to 25 feet, and you want to go just 5 feet farther, the 25 feet you have already dug up and walled up, will amount to nothing, and shall not count? That must be the fact if the calculations of the Board are correct. Admiral Sumner, the dissenting officer, disagrees with them entirely, but counting out that dock, saying that that dock is not worth anything, then you have the \$412,000 worth of property there that you are going to abandon. Then it will cost \$100,000 to get a site—every bit of it. The question now in Charleston is to get Mrs. Lawton to come within that.

Mr. Smyth. We are prepared to guarantee that it will come within the \$100,000.

Mr. Herbert. One hundred thousand dollars?

Mr. Smyth. I say within the \$100,000. You said we would not come within that.

Mr. Herbert. No, I said the question was to get Mrs. Lawton to come within that. I am putting it at that, and I think it is fair. I do not think you can complain at that. That is \$100,000 that is to be estimated. Then the Board estimates for dredging a lump that they find in the river down below, necessary to enable us to approach the site, and they say that can be dredged at 25 cents a foot, for \$25,000. You add those three sums together—\$412,000, \$100,000, and \$25,000—and you have got \$537,000 estimated on that site, against \$465,000, estimated on the other. Subtracting one from the other, you have \$72,000 expenditure by this Government, not counting in that dock, not counting in any sea walls—a good many of which have been made at Port

Royal Station, and not spoken of—not counting in any of those things, you have \$72,000 expenditure by the Government necessary to enable the Government to get ready to move, to begin to move, without saying anything about the removal itself. Removals are always expensive. Three removes are as bad as a fire. That is the situation, so far as the money is concerned.

Now, having stated fairly how the expense account stands, let me put the question to you as to whether or not this station here, this proposed site at Chicora, is healthful? The testimony brought in here this morning is to me unexpectedly strong. I do not mean to minimize it in the least. But I wish you gentlemen to remember that when I asked Mayor Smyth the question, as to whether or not it was not customary for people to go out on the Neck and come back into Charleston on account of health, he replied that was the case years ago, when these people who now live at Port Royal, and testified to you, were there. They have testified to their experience about it, but he says it is not the case now; that things have changed.

Now, gentlemen, if you will take the trouble to look over the medical works on the subject of malaria, you will find many strange phenomena. One of them I brought to your attention the other day, when I quoted from Dr. Osler, who said that you cannot tell at all from the looks of a marsh whether or not it generates malaria; that it is impossible, because sometimes marshes which seem to be pestilent and full of deadly disease germs, are absolutely harmless; that there is nothing except experience that can tell.

Those books also say that experience at one time would not be experience at another time; that conditions change. It certainly appears from the testimony here, which I do not seek to impugn—for if any honorable gentlemen ever were brought before a committee, these gentlemen from Charleston are honorable men—that conditions have, for a time at least, changed; but these gentlemen admit that that Neck country

up there above Charleston has been so malarial, that there was a general understanding that people had to come back into the city at night and seek refuge from the miasmatic swamps upon the Neck. Who can say that that change will be permanent, and what sort of a place was it that persons fleeing before nightfall from that Neck sought refuge in? Gentlemen, I do not like to say one word about the health of Charleston, because that seems to be a vital point to any city. I recognize the fact that one of the most pleasant visits I ever had in my life was to Charleston, and one of the most delightful hosts that ever entertained me was Mayor Smyth. I shall never forget that visit. I shall never forget that hospitality. But we are dealing with facts; with a great question which far transcends any consideration of hospitality or friendship.

The question is, whether the United States of America, in establishing a Navy Yard down on the South Atlantic Coast, which it ought to have, shall have that yard, which is better than the other, where the chances are all in favor of its permanent usefulness? Are the chances not better in favor of the permanent usefulness of a harbor where nature has done so much, than they are in favor of the permanent usefulness of a harbor where nature has done so little, and where nature is always working against the improvements that man puts up? It would seem so.

Then when we speak of the health of that place, and the health of Port Royal, the experience of the Government during the war and since the war, which is collated here in this brief, demonstrates beyond all doubt the healthfulness of Port Royal. Can you say so much as to Chicora Park? Does even this strong testimony as to the change that has taken place in recent years, attributed to chemical works, perhaps correctly, perhaps incorrectly, give you any guaranty that it is to be so in the future? You can say that it is a probability that it will remain that way, but by no means a certainty.

On the other hand, you will be bound to say, from all this

evidence in favor of Port Royal, that the strong probabilities are, nay, I may say the certainty is, if any such thing can be certain, that it will be a healthful place; and Charleston, as is shown here by the record, is the most unhealthful city in the United States.

Senator Butler. Is it your contention that there having been malaria at Chicora Park at one time, even though it is not there now, it will return?

Mr. Herbert. It may return; yes. That is a matter about which you cannot tell. It shifts; sometime there, sometime not, then there again. Nobody can tell. I am prepared to submit authorities to show that point.

Charleston itself, according to these statistics, quoted here by Admiral Sumner in his minority report, is the most unhealthful city in America. He quoted the statistics from 78 cities all over the world. Of those 78 cities only 8 of them had a greater death rate, and not one of them was in America. They say it is because of the large negro population. There is a large negro population at Savannah. The negroes will come to town. There is a large negro population in Mobile. They will come to town there. There is a negro population in New Orleans. That does not account for it. The situation of Charleston, its location, combined with its want of drainage—these are the things which constitute Charleston the most unhealthful city, and it is a city that would necessarily be largely a resort of the officers, and the men and the employees down there if you select this site.

When you come to look at the site which is proposed to be given, including not only Chicora Park, but Mrs. Lawton's land, and all that is proposed to be given by the city, you will find that a half or two-thirds of it is still marsh land, and must be drained. Now, the question is, can any man on this committee say that he believes the chances are better for health there, than they are at Port Royal?

Judge Brawley. Mr. Chairman, will you allow me to interrupt the gentleman? He is saying that this land is

marsh land that has to be drained. That is not true. The marsh land referred to is what you call the north salt meadow. That is a salt marsh, and is covered by the tide.

Mr. Herbert. Here is the map.

Judge Brawley. Those mrashes are all required for the approaches, not for the Naval Station.

Mr. Herbert. Still, they are right there.

Judge Brawley. No part of the Naval Station is to be placed there.

The Chairman. Nothing is to be done with that land. I take it?

Judge Brawley. No; it is simply to prevent anybody else from getting there.

Mr. Herbert. Nothing is to be done with those marshes unless you fill them up, and they are there to impregnate the atmosphere with poison.

Judge Brawley. You know nothing at all about salt marsh. There is no poison from salt marsh.

The Chairman. I know all about it.

Judge Brawley. The gentleman here knows nothing about it.

Senator Chandler. He comes from the interior of Alabama.

Judge Brawley. A marsh in the interior is very unwholesome, but a salt marsh is not at all poisonous. You know nothing about it.

Mr. Herbert. The medical books disagree with the gentleman entirely. They say that some salt water marshes are miasmatic, and some are not. A fresh water marsh is, of course, unhealthy, but some of the salt water marshes up here in New Jersey create malaria. I will not say that everybody knows that, because the gentleman says he does not know it; but it is the fact.

Now, I put this question: First, is there a member of this committee who thinks the probabilities are greater in favor of the healthfulness of Chicora Park, and that station there,

under all the circumstances, near that city of Charleston, than they are in favor of the healthfulness of Port Royal?

Mr. Smyth. I would like to say to the gentleman that if we had had the opportunity, we could have produced undoubted evidence as to the unhealthfulness of the locality he speaks of, Port Royal, from people who are living there now.

Mr. Herbert. Well, I have produced the evidence of the Government officials who have had a Naval Station there for years. I have quoted from the reports of the Surgeon General I have quoted from Admiral Jouett, who was there—for eighteen months, I think it was—and he testifies that there was not a single case of malarial fever on board his ship, and he thought it was one of the healthiest and best locations in the country.

Mr. Smyth. I do not want to interrupt the ex-Secretary unnecessarily, but I allowed him to interrupt me.

Mr. Herbert. Certainly.

Mr. Smyth. I am speaking of the actual conditions to-day on the land there at the port.

Mr. Herbert. I am speaking of the actual conditions at the Navy Yard.

Mr. Smyth. I mean the forts down just below the Navy Yard—Fort Fremont.

Mr. Herbert. Fort Fremont is on another island. It may possibly be true that the conditions for health at Fort Fremont are bad, while they are good at the Navy Yard. If so, it illustrates the truth of the statement by Dr. Osler that I quoted in this brief, that you cannot tell from appearances—sometimes a marsh will be malarial, and sometimes not. Here we have the actual experience of the Government. There cannot be any going back upon that, that Port Royal is a healthful station. I do not want to detain the committee, but I put this question to every member of it, and ask him to answer it in his own mind first: Which do I think has the better chance for healthfulness, the new site or the old one? I take

it for granted that you are bound to say, under this testimony, that the old site has the advantage.

Then, in the second place, I put this question to you: Which do you think has the better chance of being permanently useful to the Government at a reasonably small cost—Port Royal, where nature has kept open a channel of 22 feet at low water, or Charleston, where \$4,000,000 have been expended, and you have not really 22 feet now anywhere? It varies along there from 22 to 23 feet. I think you are all bound to say that the chances are in favor of a permanently useful yard at Port Royal, and not at the other place. If you do, that is the end of the question, unless you have a mind to consider the question of cost, and I think you ought to consider that also; and that, too, is in our favor. Now, on the water question just one word. The water that it is proposed to give at Charleston depends upon whether or not a contract shall be made, or works shall be built by the city, either the one or the other. Charleston has been a city for one hundred and fifty years. It has been needing this water. The reports year after year of its physicians have shewn the necessity of water water, water all the time and they have been trying to get it, and they have not gotten it. They are hoping now they will get it. They have had constitutional inhibitions in their way and they hope to overcome that difficulty. They hope the Supreme Court will decide in favor of the city, but it has not yet done so. Then again they say that if they do not get the water in that way, they will guarantee and these gentlemen say they will give their personal guarantee, that they will get water at Ten Mile Station from springs up there. Ten Mile Station is 4 miles off and they would have to boat it—

Mr. Smyth. I think they boat the water at Port Royal, sir.

Mr. Herbert. You will have to boat it or pipe it 4 miles.

Here is the offer of parties at Port Royal to furnish water at 10 cents a thousand gallons as against 15 cents a thousand gallons on the other side. At Port Royal we only have to

boat it or pipe it 2 miles. That is the difference; and we know that water is good not merely from analysis but from experience, and experience is worth more than analysis, even in questions of water. Not only that, but a plat of land has been deeded in Port Royal where we can dig our own well, and there is no doubt about having water there. Admiral Sumner says that he believes that persistent boring will get it right at the station, although it has not been obtained heretofore and he gives as a reason for saying that the fact that water has been recently obtained north of there at Beaufort, 5 miles; west, at Port Royal, 2 miles. South, at Fort Fremont, 2 miles; that it is abundant and of good quality, the same kind that we are using.

Senator Hanna. It is an artesian well?

Mr. Herbert. An artesian well.

Senator Hanna. How deep?

Mr. Herbert. I do not know. I think it is four or five hundred feet. It is not very deep, but it is there, plenty of it all around; and right down below on Paris Island, a mile below, there is plenty of water.

Mr. Smyth. May I ask what it costs to furnish water to the Naval Station there now?

Mr. Herbert. It has been costing more than it ought. That company over there charges more than it ought to have charged.

Mr. Smyth. The Government had to pay it, though, did it not?

Mr. Herbert. Yes, the Government paid it, and I do not justify that company for charging what it did. It has now agreed that it will charge only 10 cents per 1,000 gallons.

But, as I said before, you are not to decide this question on any such narrow lines as the matter of friendship to one man, or to spite another, or to punish a third. If the proprietor of these little water works down there at Port Royal charged more than he ought to have charged, that is no reason why, in order to punish him, this Government

